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Mr. FREDERIC ALGAR, No. 8 Clements Lane, Lombard Street, LONDON, England, is the authorized European Agent for the JOURNAL.

PRINCIPAL CONTENTS.

The United States Four Per Cent Loan.....	745
Baltimore and Potomac Railroad.....	745
New York Elevated Railroad.....	746
Northern (N. H.) Railroad.....	746
Vermont Central and Vermont and Canada Railroads.....	747
New York Bridge Co.....	747
Lehigh Valley Railroad.....	747
Wisconsin Central Railroad.....	748
Railroad in Arizona.....	748
Georgia Railroad and Banking Company.....	748
West Wisconsin Railroad.....	749
Commerce of New York.....	750
Imports of Dry Goods at New York.....	750
Railroad Earnings.....	751
Federal and State Securities.....	752
Railroad Bond and Share Lists.....	753, 762
Financial and Commercial Affairs.....	769
Redemption of Five-twenty Bonds.....	771
Western Union Telegraph.....	771
Railroad and Canal Dividend Statement.....	773
Railways of Canada.....	774

American Railroad Journal.

New York, Saturday, June 16, 1877.

The United States Four Per Cent Loan.

At Washington, D. C., on Saturday, June 9, 1877, a contract was entered into and signed by the Secretary of the Treasury and Messrs. Rothschild, J. S. Morgan & Co., Seligman Bros., and Morton, Rose & Co., of London, England, and Messrs. Belmont & Co., Drexel, Morgan & Co., J. & W. Seligman & Co., Morton, Bliss & Co., and the First National Bank of the City of New York, for the sale of the four per cent thirty year consols at par in coin, of which \$25,000,000 are subscribed for now, to be paid for in July and August, \$5,000,000 to be for resumption purposes and \$20,000,000 for the redemption of the six per cent bonds, and the sales are to be continued as rapidly as possible. The contract is for six months, and is similar in its general terms to the former contract, but has this important provision, that for thirty days after full notice the loan shall be open to popular subscription in the principal cities of the United States at par in coin, with the

right to pay for the bonds within ninety days after subscription upon delivery.

Upon a notice given some days since the Secretary of the Treasury has withdrawn from the market one hundred millions of the four and a half per cent bonds, and the former Syndicate have subscribed under the old contract for \$25,000,000, in four and a half per cent bonds, being the balance of the \$200,000,000—the amount of that loan; \$5,000,000 to be applied during June for resumption purposes, \$5,000,000 during July for the same purpose, and \$15,000,000 to be applied to the redemption of six per cent bonds. These agreements close out the four and a half per cent loan, and place upon the market the four per cent loan with a firm subscription of \$25,000,000.

The new loan, drawing four per cent interest, and extending for thirty years, with interest payable quarterly, is not only far more favorable for the government than any ever before issued, but from its permanency and security will become the natural investment of the earnings of the people both in the United States and Europe. Every bond sold will lessen one-third the burden of the public debt to the amount of the bond. The bonds are issued in sums of fifty, one hundred, five hundred, one thousand dollars, and larger amounts; and will, by the mode of their sales, be brought within the reach of all classes of people.

Baltimore and Potomac Railroad.

The annual meeting of the stockholders of the Baltimore and Potomac Railroad Co. was held in Baltimore on the 6th inst. From the report which was presented we learn that the gross earnings from all sources for the year ending December 31, 1876, were \$722,485 56; of which the Washington line and tunnel yielded \$678,894 55, and Pope's Creek line \$43,591 01, showing an increase on the Washington line and tunnel of \$39,902 17, and on the Pope's Creek line of \$4,491 70—a total increase over 1875 of \$44,393 87, and over 1874 of \$197,070 20. The total expenses were \$600,205 09, viz: on the Washington line and tunnel \$541,596 51, and on the Pope's Creek line \$58,608 58—an increase of \$50,192 37; of which \$34,390 01 was on the Washington line and tunnel, and \$15,801 46 on Pope's Creek line. The net earnings were \$122,280 47, viz: \$137,298 04

on the Washington line and tunnel, with a loss on the Pope's Creek line of \$15,017 57—a decrease of net earnings in 1876 from 1875 of \$5,798 50.

The general expenses and conduct of transportation were largely reduced. The increased total expenses arise solely from large outlays on maintenance of way caused by the use of a larger amount of track material, the total cost aggregating \$70,800.

Nearly one-half of the main line between Baltimore and Washington has been relaid with steel rails, (614 tons); the remainder and the whole of the Pope's Creek line repaired with new iron.

During the year there was charged to construction and equipment account for double track, etc., \$15,820 52. A new and handsome iron bridge is being built by the city over the Pennsylvania avenue opening of the tunnel. Extensive repairs have been made in the Herbert's Run, Little Patuxent and Beaver Dam bridges of the Washington line, and nearly all the bridges of the Pope's Creek line have been entirely renewed or extensively repaired.

Since the last annual meeting strenuous efforts were made by certain property owners on Maryland avenue, in Washington, to secure by act of Congress a removal of the depot building in that city to a point further out. These efforts were happily frustrated.

Desirous to remove as far as possible any just cause of complaint they might have because of the obstruction of said avenue, the company has constructed and well fitted up an extensive coal yard on its property on Fourteenth street, have built a siding 1,128 feet long at the north end of the tunnel, and suitable pens for a stock yard in connection with it; and also a new siding 1,105 feet long between Eighth and Tenth streets southwest, to facilitate the passage of freight trains. Other improvements in the property and adornments of the public grounds in Washington through which the road runs are contemplated, which, it is confidently believed, if they do not remove the objections of these property holders, will satisfy Congress.

Expenses have been reduced as far as compatible with the proper preservation of the road and its equipment, and a reduction of ten per cent in the pay of officers and employees, which went into effect June 1, has been acquiesced in by all without complaint.

Directors for the ensuing year were elected as follows: A. J. Cassatt, George B. Roberts, George Small, B. F. Newcomer, Wm. F. Walters, Eli J. Henkle and Samuel Cox, with re-elections of offi-

cers as follows: President, Hon. Oden Bowie; Vice President, A. J. Cassatt; Treasurer, John B. Leib; Secretary and Auditor, John Crowe.

New York Elevated Railroad.

By invitation, extended on Saturday last, of the President, Directors and Secretary of the New York Elevated Railroad Company, a large number of gentlemen participated in an excursion over the road to Fifty-ninth street and return. The train, consisting of nine cars which were comfortably filled, started from South Ferry at 12:05 o'clock, and made stoppages at the principal uptown stations to receive guests who found it inconvenient to go to the lower stations. The entire trip was made in one hour and a quarter, the train returning to the South Ferry at 1:20 o'clock. Immediately upon its arrival the guests proceeded to Delmonico's where, after disposing of the lunch, they were entertained with several timely speeches on the relations of rapid transit to the commercial prosperity of the Metropolis. Mr. Cyrus W. Field, President of the company, in his address, predicted that the city would soon have a rapid-transit route on the east side as well as the west side. As an illustration of the increasing popularity of rapid transit with the public, and as a justification for this prediction, Mr. Field read a comparative statement of the road in 1876, 1876 and 1877, showing that 74,721 passengers had ridden on the road during May, 1876, 180,617 in May, 1876, and 298,792 in May, 1877. During those years not a single life had been lost, nor had any passenger been seriously injured. Mr. Field then read the following letter from Capt. Douglas Galton, Royal Engineer, O. B. F. R. S., in which, after reviewing the features of the level, underground and elevated railroads, he declared the latter to be free from objection than any other form of road for rapid-transit in cities:

12 CHESTER STREET, GROSVENOR GATE, LONDON, May 23, 1877.

The elevated railway is the best arrangement for rapid transit through towns which I know of. Rapid transit through towns can only take place under the condition of a separation between the ordinary street traffic and the rapid traffic. The road for it must, therefore, either be on a level of ground, underground or elevated.

If on level ground there will always be inconvenience at points where ordinary traffic desires to cross it. Level crossings cause continual interference with and stoppage of traffic; over or under bridges for street traffic entail extra cost of bulwage on street traffic.

An underground railroad is enormously expensive to construct. It greatly interferes with street traffic during construction from large quantities of material to be removed and brought on to ground; it interferes with sewers and drains and with basements of houses; and the passage of trains causes noise and vibration; it can never be healthy or free from deleterious gases; in foggy weather it is always full of a thick atmosphere which increases liability to accident and is very disagreeable to travellers.

On the other hand, the elevated railroad is simple in construction and does not much interfere with street traffic in erection; it is economical; it is pleasant to travel on; comparatively free from risk of accident from collision; it is easy of access; the form of locomotive adopted is free from objection, as it is comparatively noiseless and does not appear to frighten horses when passing above them. The objection to it of passing in front of houses is not of importance in broad thoroughfares, and its form of construction causes a minimum of interference with light in the lower floors. On the whole, the elevated railroad is

freer from objection than any other form of road for rapid transit in towns.

DOUGLAS GALTON.

A letter was also read from Mr. William Allen Butler in which, among other things, he said that "next to a good city government, the first need of the metropolis at this moment is safe and regular transit by steam, above ground, from one end of the city to the other through such streets as are available for the purpose, and for public benefit."

Dr. B. H. Gilbert, the projector of the Gilbert Elevated Railway, addressed the meeting. From his speech, which was of considerable length, we make the following extract:

When I was present last Tuesday evening at the meeting in Chickering Hall I could but note the change in public sentiment since the time when I spoke at the Cooper Institute ten years before, when only about two hundred were gathered together to listen to what I had to say about elevated railways for rapid transit. Chickering Hall was crowded to its utmost capacity with the solid business men of this city, representing the best thought, wealth and commercial interests. Now, the vital point in all these meetings is this—that you, the representative men of this city, who have its progress and its prosperity at heart, if you would have it retain its supremacy as the great city of the Empire State and of our country, must make your influence felt at the primary meetings and the caucuses. When our representatives are put in nomination see to it that you understand just on what ground they stand—whether they are in favor of rapid transit or against it. This is no political question. It makes no difference whether the nominee be a democrat or a republican. What you, the business men of the city, want to know and what we want the candidate to pledge himself to is this—whether he will stand up for rapid transit and the best interests of the city. Then we will know just what to depend upon. If he says that he is in favor of rapid transit and will use every honorable means to promote it ninety-five out of every hundred will vote for him; and if he will say that he is opposed to it the people of this city will clear him out, root and branch, at the polls. Gentlemen, this whole matter rests in your hands. You must attend the primary meetings, organize and agitate. See to it that none but friends of rapid transit are put on guard. Its necessity is universally conceded. No further argument is needed in its favor. You need only to act. From the moment that you undertake the matter with the spirit and energy that its importance demands you will succeed. How was it with the success of the Atlantic cable? When was it that the Atlantic cable was called into being and became a success? Was it when we heard the first faint ticking across the cable from Valencia? No; it was from the time that the possibility of the great project took form and shape in the mind of the projector, whose iron will, whose perseverance and determination made his defeats and discouragements only the stepping stones to success. (Loud cheers.) I remember an incident in the life of the first Napoleon which well represents my idea of what you may accomplish when you earnestly undertake the work. People are apt to date his control of France from the time he dissolved the National Assembly with the stamp of his foot, but it really dated from a period far back of the time, when he had conquered in Italy and his name had been echoed over two continents. It was at the time when 500 irresolute men were gathered together in that Assembly, which called itself, and pretended to be, the government of France. They heard that the Parisian mob was coming the next day to turn them out of doors, as they were accustomed to do in those days. And where did this seemingly august assembly go for protection? Why, they sent Tallien to seek out a boy lieutenant so this and pale that when he was brought before the Assembly

the President, fearing that if the fate of France depended upon the slight form and sunken cheek of the young man before him that all hope was gone, said, "Young man, can you protect the Assembly?" The thin lips of the Corsican boy parted only to utter, "I always do what I undertake." It was then and there that he ascended the throne of France, and the cannon that thundered through the streets the next day taught the mob what it learned for the first time, that it had a master. So will it be, gentlemen, with reference to this great and vital subject of rapid transit for this city. It can be speedily accomplished if you will only earnestly undertake to see to it that none but its friends are put in nomination or permitted to hold official positions.

During the delivery of the address Dr. Gilbert was frequently applauded, and at its conclusion heartily cheered.

Among those present were: James B. Colgate, Peter Cooper, Joseph Seligman, H. B. Claflin, Charles L. Tiffany, Wm. E. Dodge, A. S. Hewitt, Jordan L. Mott, Edward Cooper, Jacob D. Vermilye, M. K. Jesup, J. S. Schultz, Wm. H. Wickham, Dr. Isaac I. Hayes, J. A. Cowing, the Secretary of the Company, Senator Kennedy, of Brooklyn, and a number of Assemblymen, prominent politicians, financiers, etc.

Northern (N. H.) Railroad.

The earnings of this road for the years ending March 31, 1876 and 1877, were as follows:

	1876.	1877.
From passengers.....	\$181,319 97	\$162,709 35
" merchandise.....	295,148 53	267,506 63
" mails.....	14,910 00	18,217 94
" rents.....	3,106 36	2,869 24
" express.....	7,500 00	7,500 00

\$503,984 86 \$458,808 16

Expenses, viz:

Passenger department..	\$23,157 94	\$20,325 78
Merchandise ..	41,131 24	33,366 26
Locomotive ..	133,441 28	122,567 70
Maintenance of way....	92,545 47	88,747 75
General expenses.....	18,566 78	16,675 07
Miscellaneous expenses.	26,692 91	21,106 29
State tax	42,639 02	32,264 24

\$383,174 64 \$335,153 09

Balance of earnings....	\$120,810 22	\$123,150 07
Less new rail account...	26,560 28	19,734 49

Net earnings	\$95,249 94	\$103,415 58
Add balance of income per last report	23,335 91	
Balance of interest account.....		33,090 49
Balance on settlement of old accounts		27,055 88

Total income.....\$186,897 86

From which deduct—

Paid dividend Dec. 1, 1876,	
\$2 50 per share.....	\$74,952 50
Dividend payable June 1,	
1877, \$2 50 per share..	74,932 50
	149,885 00

Balance of income account, \$37,012 86

Compared with the previous year the gross earnings show a decrease of \$54,681 70, with a decrease in expenses of \$62,847 84—making the increase in net earnings \$8,165 64. The report says:

On comparison of the above statement of the agent with that in the report of last year, it will be seen that while there has been a very considerable decrease in the gross earnings of this year from those of the previous year, yet there has been a greater reduction of expenses; so that there is an increase of the net income of the year from that of last year.

Considering the continued depression of business generally during the year, and on compari-

son with the experience of most other roads during the same time, this result on our road will appear favorable. And the business engagements and relations of the road with connecting roads have not been, for many years, in so favorable situation as they are, on the whole, at this time.

The Peterborough and Hillsborough Railroad has commenced the construction of its road from Hillsborough to Peterborough. The completion of that road is important for the protection and improvement of the business of the road now extending from Concord to Hillsborough, in which the Northern Railroad has a large interest. And in that view the directors have deemed it for the interests of this company to aid the success of that enterprise, so far as its means would allow without incurring any liability in the matter.

During the year 800 tons of iron and 195 tons of steel rails, and 58,967 new sleepers have been laid in the track, and about 3,400 tons of rails have been repaired and relaid. One passenger engine and thirteen freight cars have been rebuilt to supply the place of others; and the road and furniture have been kept in good repair.

The equipment of the road March 31, 1877, was as follows: 12 passenger and 13 freight locomotives, 423 long and 101 short merchandise cars, 14 passenger, 1 mail, 2 mail and smoking, 7 baggage and 19 gravel cars. Number of miles run by passenger trains, 190,218; by freight trains, 243,608; by other trains, 4,707—total, 438,533. Number of passengers carried, 154,664; do. carried ore mile, 5,766,165. Tons of merchandise carried, 323,513; do. carried one mile, 20,31,812.

TRIAL BALANCE SHEET, March 31, 1877.

Construction.....	\$2,068,400 00	
Rails.....	\$42,365 36	
Oil.....	784 94	
Waste.....	69 24	
Fuel.....	68,072 00	
Shop stock.....	39,196 22	150,478 76
711 shares Northern Railroad N. H., cost.....	37,708 84	
Contracts.....	66,066 71	
Cash.....	15,833 99	
Agents' department.....	46,068 47	
Bills receivable.....	260,024 50	
Concord and Claremont N. H. R. R.	254,245 72	
	\$3,894,326 49	
Stock.....	\$3,068,400 00	
Income.....	37,012 86	
Contingent fund.....	506,730 87	
Bonds due April 1, 1874.....	100 00	
Dividends unpaid.....	\$7,131 26	
Coupons unpaid.....	2,019 00	
	9,150 26	
Bills payable.....	198,000 00	
Dividend June 1, 1877.....	74,932 50	
	\$3,894,326 49	

President.—ONCLOW STEARNS.

Directors.—Onclow Stearns, John A. Burnham, George W. Nesmith, Uriel Crocker, Josiah Minot, Charles F. Choate, Edward Lawrence.

Treasurer.—J. MINOT.

Superintendent.—GEORGE E. TODD.

In the Mobile and Ohio Railroad Company's litigation before the United States Court at Mobile, Ala., Judges Bradley and Woods have made an order that the three suits for the foreclosure of the first mortgage shall proceed as one cause. This decree consolidates the bills of Morris Ketchum, W. B. Duncan and the suit brought by Swiss bondholders. The argument on the question of lien claimed by Alexander Duncan on coupons of 1874 was concluded on Saturday last, and the decision was rendered on Monday, placing

them on the same footing as the first mortgage bonds, and ordering the sale of the road to satisfy claims. In reference to the Tennessee branch of litigation in Memphis it has been adjudged that the European bondholders, represented by Moran Bros., of N. Y., are entitled to protect their interests as parties defendant in the suit brought by the substitution bondholders.

Vermont Central and Vermont and Canada Railroads.

At St. Albans, Vt., on the 11th inst., Chancellor Homer E. Royce, sitting in the regular term of the Court of Chancery for Franklin county, filed a decretal order on the petition of the Central Vermont Railroad Company's receiver and manager for an order of the sale of the Vermont Central and Vermont and Canada Railroads and property to pay the trust on the receivership's debts. The petition was filed last September, and a final hearing was had at the present term, commencing May 17 and lasting three days, when a large number of parties and counsel were present. This decretal order is a very important one. The Court considers:

First, that the trust debt accrued and accruing in the administration of the Vermont Central and Vermont and Canada Railroads, under the receivership thereof, as set forth in said petition, is a legal and binding debt, and constitutes a charge and first lien upon the Vermont Central and Vermont and Canada Railroads, their privileges and appurtenances and the equipment appertaining thereto.

Second, that the Court of Chancery has power to satisfy said lien by a sale of said railroads, equipment and other property, and that a sale may be ordered under this petition.

Third, that the amount and character of the trust debt is shown by the proofs, and the irrefragability of the petitioners to provide for the same furnishes an occasion for and the full justification of a sale, and that the priorities as between different interests sufficiently appear from the proofs and prior proceedings in the case.

Fourth, I am therefore of the opinion that on the allegations and proofs the petitioners are entitled to the relief asked for and that the prayer of the petition ought to be granted. But it is highly important to all interested that the questions of the validity and priority of the trust debts referred to in the petition should be determined and settled before any sale of the property is had, and as doubts have been entertained and in the event of ordering a sale the question would probably be made as to when an appeal could be taken (whether immediately upon the order or after the sale, or sale and confirmation.)

It is for the above reasons and for the purpose of having all the questions involved under said petition, answers and proofs, so far as may be practicable, determined and settled before any further proceedings are had, ordered pro forma, on the day and year last aforesaid, at St. Albans aforesaid, that the petition be dismissed without prejudice, on a motion of the Central Vermont Railroad Company petitioners, on appeal from this decision to the Supreme Court, at its next regular term in this county, in January, 1878, or to any special term of the Supreme Court in this county, if one shall be sooner held, as under an act of the last Legislature, it is likely there will be next month.

The Chesapeake and Ohio Canal Company are building a telegraph line over the towpath from Cumberland, Md., to Alexandria, Va., and thence on the Western Union Company's poles to Annapolis. The length of the line will be two hundred miles, with offices at convenient intervals. The transaction of commercial business is, we believe, not contemplated at present. The line will

supply a much needed facility in the transaction of canal business.

New York Bridge Co.

At a meeting of the newly appointed members of the Board of Trustees of the New York Bridge Co., held at the office of the company in Water Street, Brooklyn, on the 12th inst., Henry C. Murphy was unanimously re-elected President, Arthur Leary Vice President, J. H. Prentice Treasurer, and O. P. Quintard Secretary. In returning thanks for his re-election, Mr. Murphy said he would endeavor to promote the interest of the great work in which they are concerned and which had been committed to their charge. They had now reached an epoch in the construction of the bridge which is gratifying and encouraging. The great stone towers, the anchorage and the land taken for the approaches of the bridge, constituting about two-thirds of the whole work, have been completed and the expenses thereof have been met. They could now with certainty fix the period for the completion of the bridge as within three years from this time. A contract has been made for a large cable, which is now in process of manufacture; but the engineer is satisfied that a larger wire may be used in the construction of the cables, thereby saving time. Authority for the use of larger wire must, however, first be given by the Board.

In relation to the new wire required, he said that it would be a saving of twenty-five per cent in the time occupied in making the cable, while the cost would be about the same as at present contracted for. Mr. Stranaban remarked that it would facilitate the completion of the bridge some months, which would effect a saving on the interest of the capital invested. The new wire has not quite the strength demanded but it has greater elasticity.

The financial report showed that the aggregate receipts up to May 31, 1877, were \$7,649,014 22. The cash expenditures amounted to \$7,468,646 66. During the past month the receipts were \$279,041 18, and the expenditures \$174,283 65.

Lehigh Valley Railroad.

The following is an official statement of net earnings from transportation for the first six months of the fiscal year 1876-'77, as compared with former years:

1874.....	\$1,364,832 08	1876.....	\$1,279,827 37
1875.....	857,718 79	1877.....	1,139,439 13
The total net earnings for the entire year from all sources were as follows:			
1874.....	\$3,865,548 69	1876.....	\$4,194,497 16
1875.....	4,055,205 71		

The total tonnage for the first six months of the present fiscal year, as compared with former years, is as follows:

1874.....	1,898,879 17	1876.....	1,596,098 05
1875.....	839,085 18	1877.....	1,077,476 10

Riehle, Bros. are filling orders for their Self-adjusting Railroad Track Scales of 80,000 lbs. capacity for erection on the Western and Atlantic Railroad, Atlanta, Ga., and the Cleveland Iron Co., Cleveland, O. They also have orders for one of their Patent Coal or Wagon Scales of 15 Tons capacity with new "Window Beam" arrangement from Bristol, England. This is no doubt one of the many good results of the Centennial.

Egypt and the Suez Canal.

In an official communication to the Department of State at Washington it is stated that the Suez Canal, up to the close of last year, cost the Egyptian Government, in addition to the amount of shares sold to the English Government, over \$71,000,000, about half of this sum being interest. This includes the cost of the fresh-water canal from Cairo to Ismailia, and thence to Suez, for the use of the Suez Canal and the stations on its line, including the cities of Port Said, Suez, and Ismailia. This enterprise, so useful to many nations, and especially to England, was one of the first causes of the present financial embarrassment of Egypt. Notwithstanding this great sacrifice in the interests of commerce, Egypt to this time has received no benefit from this canal, but, on the contrary, has absolutely sustained, in addition to the money invested, constant loss. By the passage of all classes of vessels with their passengers and cargoes directly through the canal, considerable commerce is lost to Egypt, and also a large business in freights and passengers that would otherwise be transported from Alexandria to Suez on the Egyptian railways. It appears from a statement showing the navigation through the Suez Canal from Dec. 1, 1867, to Dec. 31, 1875, that the entire number of vessels was 6,275; the largest numbers being 4,347 English, 292 Italian, 168 Dutch, 140 Ottoman, 845 Austrian, 118 German, 48 Russian, 82 Spanish, and 10 American. Of the entire number of vessels, 4,406 were commercial steamers and 1,107 postal steamers. The total number of passengers was 359,036.

Wisconsin Central Railroad.

On Saturday evening, June 2d, the gap between the northern and southern portions of the Wisconsin Central Railway was closed. The gap consisted of 11.7 miles, 42 miles south of Ashland, between the villages of Butternut and Chippewa, and trains commenced running over the new road on the following Monday. The formal opening was to have taken place on the 10th inst. The company now operates 455 miles of road, 26 engines and 30 trains. The route runs northward from Milwaukee to Hilbert and Green Bay, west from Hilbert to Stevens Point, and north to Ashland, which route constitutes the main line, being 851 miles in length. Hilbert is 27 miles south of Green Bay, and the branch between these two points is a very important one. The time between Milwaukee and Ashland is from 20h. 15m. to 21h. 50m. The Wisconsin, from which the above was obtained, says:

This great work has been carried forward amid peculiar discouragements, and completed at a time when the business of railroad construction has been almost paralyzed; and to Messrs. C. L. Golby and E. B. Phillips, (the former President, and the latter General Manager,) who have not only invested their money in it, but to whose personal supervision and energy the progress and completion of the work were due, the people of this State are greatly indebted. The only thing about the matter to be regretted is that the State has not always given them the support and encouragement which they deserved. They have built the branch from Stevens Point to Portage, which their enemies asserted they would not build; they have now completed the main line which some affected to think they would not do, and thus shown that their good faith is equal to their enterprise. The continuation of the line along the shore of Lake Superior to connect with the Northern Pacific at Duluth or Superior is an event of not dis-

tant realization, and then Milwaukee will possess two direct connections with the far Northwest.

Railroad in Arizona.

YUMA, (A. T.), June 4th.—Superintendent Hewitt and party returned yesterday evening to Los Angeles.

It is reported that the bridge will be completed by the last of July.

Grading is progressing on the line of Madison avenue through the bluffs to the bank of the river, where the approaches for the bridge are also being made.

Colonel Gray, Chief Engineer, met the Council on Saturday night to ask for four lots diagonally opposite the Court-house, for depot grounds. The owners will agree to-day upon a basis of sale or exchange. Repair and machine shops and roundhouse will be located at the head of Gila street, the line of road diverging from Madison avenue to Gila slough.

Georgia Railroad and Banking Company.

The earnings of this road for the years ending March 31, 1876 and 1877, were as follows:

	1876.	1877.
From passengers.....	\$245,119 53	\$194,280 76
" freight.....	320,911 60	919,641 88
" mails.....	28,292 94	29,205 60
	\$1,194,324 07	\$1,143,128 24
Expenses, viz:		
Conducting transp....	\$163,014 08	\$194,026 55
Motive power.....	228,714 13	223,889 76
Maintenance of way....	197,018 38	173,074 84
Maintenance of cars....	52,981 35	52,119 15
	\$641,677 93	\$643,110 30
Net earnings.....	\$552,646 14	\$500,017 94

Compared with the previous year the gross earnings of 1877 show a decrease of \$51,195 83, with an increase in expenses of \$1,432 87—making a decrease in the net earnings of \$52,628 20. The President in his report says:

A brief report of the Superintendent, with appended reports of subordinate officers of his department, exhibits the business operations of the road for the past fiscal year, together with the expenses of management, and all expenditures properly chargeable to road receipts, for the same period. The report, though by no means encouraging, furnishes no just cause of complaint, as it compares very favorably with the exhibits made by many of the best managed railroads at the South. But the Superintendent very truly remarks, that "this year has been one of great hardship upon the railroad interest of the whole country," and it must be confessed that there are at present no indications of early improvement, especially for Southern railroads.

The Superintendent refers encouragingly to the establishment of a fast line between New York and New Orleans, by way of Augusta, Macon and Montgomery. As a rule, very fast schedules for a light business cannot be commended. The increased expense and wear and tear of road and rolling stock may, and often do, more than neutralize any increase of travel by this attraction. As an experiment it has thus far promised well. If, on full and fair trial, it should prove to be unprofitable, it may be discontinued. To insure permanent success, the road should be put in first class condition, and maintained in a scrupulously accurate state of adjustment. These considerations add weight to the recommendation to renew with steel rail gradually, and commence a process of ballasting on certain parts of the road-bed. If put in proper condition, with appropriate mail pay, it is believed that no other line can offer so many advantages for permanent mail service at all seasons, between these important points. Should all the links on the line be placed in first class condition, and harmoniously cooperate, it is not believed that this route is likely to be superseded by any other.

The policy recommended of permanent adoption of steel rail instead of iron for renewals, is undoubtedly sound, and after the fullest trials and tests, has been adopted by most of the leading roads of the country. About thirteen miles of approved pattern and guaranteed quality and make, have been ordered, to be delivered in May and June. Should the means of the company justify, this order may be doubled. The hopes of increased net profit, as a result of the large reduction of expenses about the close of the preceding fiscal year, have not been fully realized. The heavy losses by fire and flood, at Oconee and Macon, not only for renewal of bridges, but by heavy diversion of business, fell mainly on this year's business. The heavy loss also, by the opening of the North-Eastern Road from Athens, has been, as was expected, severely felt.

Strangely enough this rival road was advocated and sustained by our largest stockholders, without whose assistance it could not have been built! As the company did not contribute to this hostile enterprise, the stockholders have no right to complain of a measure which they had no power to prevent.

Upon the business outlook for the future, the board will venture no prophecies or predictions. At the present the prospect for Southern roads seems gloomy enough! The railroad interest is not an isolated interest, but sympathizes closely with various other interests with which it is connected, and on whose prosperity it is mainly dependent. Just at a time when the hope was entertained that we had seen the worst at home, and that any change must be improvement, that hope was defeated by new complications in Europe. To the grain growing sections this may be fortunate, but to the planting and manufacturing interests it can only intensify the present blighting paralysis, and prove an unmitigated evil.

The company have 48 locomotives, 28 passenger, 2 sleeping, 9 baggage, 3 mail, 8 express, 525 box, 26 cab, 114 platform, 34 stock, 61 coal, 23 shanty, 1 pay and two wood cars. Miles run by locomotives, 1,162,300, against 1,083,446 in 1876, an increase of 78,854. Miles of road in use, 231. Bales of cotton transported 272,602. Bushels of grain, 1,667,529. Barrels of flour, 149,460. Pounds of guano, 75,415,168. The operating expenses were 56.25 per cent of gross earnings, against 53.75 in 1876. The Superintendent in his report says:

From the foregoing you will perceive that the gross earnings of the road for the fiscal year ending March 31st, were \$1,143,128 24. After paying all expenses the net is \$500,017 94.

This year has been one of great hardship upon the railroad interest of the whole country. Very few southern roads have been able to pay dividends, and many roads of respectable standing have been unable to meet the interest on their bonded debt, and have gone into the hands of receivers. The Georgia road, though its dividends have not been entirely uniform, has been generally able to meet the wishes of the stockholders and relieve their pressing wants.

In operating the road the year just ended, it will be seen that in working the Georgia Railroad, the percentage of expenses on gross receipts will compare favorably with the best managed roads in the country, notwithstanding its incumbrance with several unprofitable branches. The condition of the property, however, has been carefully guarded and not allowed to suffer from a restricted economy.

For instance, the last annual report of the Central Railroad makes expenses 62 per cent, of gross earnings. The last annual report of the Atlanta and West Point Railroad makes expenses 61½ per cent. The last annual report of the Charlotte, Columbia and Augusta Railroad makes expenses 61 per cent. The last annual report of the South Carolina Railroad makes expenses 57½ per cent. This is conclusive that the Georgia Railroad has

been worked as low as any of its connections, and no one will deny that the road is in good order.

In commencing the new year, it may not be amiss for me to impress upon the minds of those owning the property, that it is important in renewing the road to use steel rails, on the ground of economy, as our experience for the last few years with iron rails has been that in many instances they have not lasted over two years, and you rarely get an iron rail, in these days, that will last five years, which makes it very expensive to keep up the road, and it is true economy in the end to lay entirely with steel rails, for no road with the tonnage of the Georgia Railroad can afford to lay iron, whilst the price of steel is only about ten dollars per ton more, while the expense of laying the iron is equal to the expense of laying the steel.

We laid six miles of steel rail last year, and it is as good as when put down.

It is also important to commence ballasting the track at an early day.

You will ascertain from the Road Master's report, the number of miles of new iron laid during the year, and the number of cross ties put in the track. We have been able to run our trains the last year with great success, which is due mainly to the fine track and good rolling stock.

The business of the year on the Main Line of the Georgia Railroad has been satisfactory to the officers, and our increase in shipments of cotton this year, over the previous year, has been very heavy, which increased our revenue very largely in down freights, but the prevalence of the yellow fever in Savannah, caused these large shipments of cotton to pass over the Georgia Railroad, which added very largely to the receipts in September, October and November, which fact should not be overlooked.

The excess of guano transported this season, over the previous one, no doubt will add largely to the local cotton receipts next fall.

The competition for business to and from Atlanta, since the opening of the North Eastern Railroad, has been great and the business of the Georgia Railroad has suffered seriously, and our losses by the opening of this new route have been very heavy.

From the report of the Master Machinist you will perceive that the engines are in good order, and that his experience in regard to burning coal in his engines is satisfactory. From this time when we overhaul the engines they will be turned into coal burners.

The earnings of the Macon and Augusta Rail road were \$116,329 45, the expenses \$98,040 15, and the net profits \$18,289 30.

The following is a condensed statement of the condition of the Georgia Railroad and Banking Company on 31st March, 1877:

The road and its outfit.....	\$4,156,000 00
Real estate.....	123,783 03
Banking house and lot.....	35,000 00
Material on hand for road.....	52,259 11
Road expenses.....	\$739,910 63
Interest on bonds.....	37,520 00
Incidental expenses and salaries.....	9,241 40
Taxes.....	3,069 27
Attorney's fees and costs.....	1,828 20
	791,569 50
Stocks of other companies.....	595,000 00
Bonds of other companies.....	117,360 00
Western Railroad of Alabama, purchase account.....	361,005 81
Bills receivable.....	36,800 98
Macon and Augusta Railroad Co....	249,405 54
Port Royal Railroad Co.....	137,472 20
Western Railroad of Alabama, coupon account.....	\$166,170 00
Less paid by W. R. R. Co.....	82,500 00
	83,670 00
Assessment on stock.....	207 50
Cash.....	51,253 75
	\$6,790,787 42

Capital stock.....	\$4,200,000 00
Profit and loss.....	606,181 75
Income of road.....	\$1,202,312 29
Dividend on stock.....	54,436 25
Interest.....	3,650 02
	1,260,398 56
Bonds of this company.....	530,000 00
Unpaid dividends.....	43,511 99
Due to other corporations, etc.....	2,071 69
Completion of Macon and Augusta Railroad.....	71,000 00
Bank notes of this Co.....	\$77,213 18
Transp. office change bills.....	460 25
	77,673 43
	\$6,790,787 42

President.—JOHN P. KING.

Directors.—John P. King, James W. Davies, James S. Hamilton, Stevens Thomas, M. P. Stovall, Geo. T. Jackson, L. M. Hill, Josiah Sibley, D. E. Butler, George Hillyer, John Davison, Wm. M. Reese, Wm. W. Clark, Chas. H. Phinizy, John H. James, Frank H. Miller.

Superintendent.—S. K. JOHNSON.

Cashier.—GEO. P. BUTLER.

West Wisconsin Railroad.

The West Wisconsin Railroad is in the hands of a Receiver, W. H. Ferry, the General Manager of the road, having been appointed to that position by Judge Drummond, sitting at Madison for Judge Hopkins, of the United States District Court for the western district of Wisconsin. The action was had on application of George Burnham and others. The road extends from Elroy, Wis., to St. Paul, Minn., via Hudson and Stillwater, a distance of 197 miles. It has of late been run in connection with the Chicago and Northwestern road, thus giving it a continuous line to St. Paul. It is said that the bondholders design, by the action in question, to secure the reorganization of the company on the basis of a reduced bonded indebtedness. The order appointing Mr. Ferry receiver directs him to pay all debts for wages and supplies that have accrued during the six months past, the debts of a similar nature accruing previous to that time having all been paid. No change of management is contemplated at present, it is said, and the road will run as usual. It is thought that this step will result in making the road a part of the lines of the Northwestern company—in fact that it was dictated with this end in view. Whatever may result to the stockholders of the West Wisconsin company, this acquiring of the road by the Northwestern will no doubt result in the great improvement of the line, and the consequent advantage of the country through which it passes.

Ultimately, the road will become a very important one, as it connects at Hudson with the North Wisconsin, which is pushing its way northward to Lake Superior, and which will probably be completed within a few years. This projected road will penetrate a new and sparsely settled portion of the state, but one of considerable resources, and now without means of transportation for its product. The road is completed a distance of some forty miles, and is in operation, and, with better times, work on it will go forward more rapidly.

Milwaukee is not likely to experience much direct benefit from this line of road until the line from this city to Lad, in Columbia county, is built. Such a road would place our city on an equality with Chicago, so far as connection with the Wisconsin branches of the Northwestern road is concerned. A few years ago there was much talk of building this road, and we think the time is coming when the project will be realized, because it will be for the interest of the company.

—Mil. Wis.

The Florida Central Railroad, from Jacksonville to Lake City, which has been in receivers' hands three years, has been delivered to the company by order of court.

The long continued competition between the Boston and Maine and Eastern Railroads has been terminated by an agreement entered into by the managers of the two roads, the basis of which is the pooling of all competing business. The road that does the business is to have fifty per cent. of the receipts, and the balance, or the remaining fifty per cent., is to be divided equally between the two corporations. All freight cars of the Eastern road can go beyond Portland, but all other cars, with the exception of the night Pullman trains and the Pullman trains, are to stop at Portland, where passengers will be transferred. At certain stations only one agent will be employed for both roads, thereby effecting a saving in salaries. Trains of the Eastern road are allowed to run into Lawrence, and all law suits between the two roads are considered settled. Each road is at liberty to inspect the free passes issued by the other road.

The annual meeting of the shareholders of the Chicago and Canada Southern Railway Company, the Toledo, Canada Southern and Detroit Railway Company and the Canada Southern Bridge Company was held at Grosse Isle on the 7th inst., and the following directors were elected: For the Bridge Company—W. H. Vanderbilt, Augustus Schell, Sidney Dillon, J. W. Converse, S. F. Barger, E. A. Wicks, E. D. Worcester, W. L. Scott and James Emmett. For the Chicago and Canada Southern Railway Company—Sidney Dillon, J. W. Converse, Charles Lanier, E. A. Wicks, W. B. Leonard, Elisha Atkins, A. J. Aiken, David Dows and A. L. Pritchard. For the Toledo, Canada Southern and Detroit Railway Company—W. H. Vanderbilt, Augustus Schell, S. F. Barger, Sidney Dillon, E. D. Worcester, W. L. Scott, Joseph Harker, E. A. Wicks and S. W. Davis.

The Boston, Winthrop and Point Shirley Railroad is completed to Winthrop, and the cars are running. This is the first railroad ever built with the angle rails, and it is giving entire satisfaction. The grading is being continued beyond Winthrop, and in a short time the cars will be running to the beach. The road will then be immediately continued to Point Shirley. The officers of the company are: Samuel G. Irwin, President; Albert L. Rice, Vice President, President Angle Iron Railway Construction Company; James W. Teague, Superintendent; Frank H. Hills, Treasurer; E. G. Allen, Secretary.

The engineers of the Royal Land Company are surveying another route from Orange Court House to Harrisonburg, Va., for the Narrow Gauge railroad. The new survey crosses the Blue Ridge at Powell's Gap, the grade on which is about eighty feet to the mile, against one hundred and twenty on the Swift Run Gap route.

A certificate of incorporation has been filed with the Secretary of State of Ohio of the Cincinnati, Montgomery and West Loveland Railroad Company. The termini is Cincinnati and West Loveland, Ohio. Capital stock \$100,000, in shares of \$50.

The capital stock of the Suez Canal is divided into 400,000 shares, of which England owns 176,602 shares, from which she will receive dividends after 1894.

At the recent annual meeting of the Boston Land Co., informal reports were made by the Superintendent, Mr. Charles Bird, and the Treasurer, Mr. Edward Turner. The former described the work which the Company is doing on different parts of its land and foreshadowed the Company's action with regard to certain matters of policy. The Treasurer reported that the receipts for the eight months ending June 1 amounted to \$39,658 56, and the current expenses to \$5406 27. The assets of the Company amount to \$178,151 74, and the liabilities to \$158,458 58.

The funded indebtedness of the District of Columbia and the late corporations of Washington and Georgetown, June 1, 1877, amounted to \$8,381,391 96, a reduction since December 1, 1874, of \$602,088 22. The sinking fund commissioners have in hand the following assets, which, if disposed of and applied, would still further reduce the amount of debt: Chesapeake and Ohio Canal bonds \$75,000, and Washington and Alexandria bonds (in litigation) \$59,000. The amount of fifty year 3.65 bonds issued per act of Congress of July 20, 1874, to the present time, is \$13,743,250.

Commerce of New York.

The foreign imports at New York for the month of May, 1877, are officially stated as follows:

	1876.	1877.
Entered for consumpt'n.	\$9,286,918	\$11,348,796
Do. for warehousing....	8,078,024	8,993,413
Free goods.....	6,180,616	7,869,770
Specie and bullion.....	176,953	549,114

Total entered at port...	\$23,671,511	\$28,761,093
Withdrawn fr. wareh'use	6,844,256	6,189,879

The foreign imports at New York for five months from January 1, were:

	1876.	1877.
Entered for consumpt'n	\$57,199,144	\$61,586,121
Do. for warehousing....	40,879,150	35,858,765
Free goods.....	37,397,500	42,045,908
Specie and bullion.....	1,752,405	6,846,210

Total entered at port..	\$137,228,199	\$146,287,004
Withdrawn fr. wareh'se	35,238,887	31,187,732

The foreign imports at New York for eleven months of the fiscal year were:

	1876.	1877.
Six months ending January 1.....	\$148,376,529	\$147,027,452
January.....	29,756,259	27,606,337
February.....	27,977,330	26,659,268
March.....	32,018,867	34,402,295
April.....	23,804,232	28,858,011
May.....	23,671,511	28,761,093

Total eleven months.	\$285,604,728	\$293,314,456
Deduct specie.....	7,649,985	30,812,818

Total merchandise...\$277,954,743 \$262,501,643

The duties received at New York for eleven months ending with May, were:

	1875-'6.	1876-'7.
July.....	\$9,273,546 61	\$7,497,199 39
August.....	11,417,505 51	10,125,386 42
September.....	10,163,829 28	8,634,411 36
October.....	8,208,316 27	8,081,580 14
November.....	7,034,576 39	5,720,296 82
December.....	5,349,574 79	4,822,595 04
January.....	8,160,728 44	8,058,938 72
February.....	9,473,003 56	8,224,434 61
March.....	10,237,275 36	8,695,637 63
April.....	7,764,457 04	7,569,482 75
May.....	7,575,997 28	7,054,082 33

Total.....\$94,658,810 53 \$84,434,045 21

The exports from New York to foreign ports in the month of May, were:

	1876.	1877.
Domestic produce.....	\$20,652,838	\$22,241,422
Foreign free goods.....	146,737	220,919
Do. dutiable.....	776,557	423,690
Specie and bullion.....	8,519,671	10,743,150

Total exports.....	\$30,095,798	\$33,629,181
Do. exclusive of specie.	21,576,127	22,886,031

The exports from New York to foreign ports for five months from January 1, were:

	1876.	1877.
Domestic produce.....	\$96,750,486	\$106,410,760
Foreign free goods.....	1,553,265	1,218,977
Do. dutiable.....	2,582,216	1,908,364
Specie and bullion.....	23,787,128	16,326,161

Total exports.....	\$124,673,095	\$125,864,262
Do. exclusive of specie.	100,885,967	109,538,101

Exports (exclusive of specie) from New York to foreign ports for eleven months ending with May, were:

	1876.	1877.
Six months ending January.....	\$134,944,600	\$151,493,635
January.....	21,800,226	25,403,169
February.....	18,304,987	19,662,718
March.....	20,944,776	19,822,112
April.....	18,259,851	21,764,071
May.....	21,576,127	22,886,031

Total produce.....	\$235,830,567	\$261,031,736
Add specie.....	40,988,440	30,796,930

Total exports.....\$276,819,007 \$291,828,666

The directors of the Chicago and Northwestern Railway Company, elected on the 7th inst., are: David Dows, Sidney Dillon, J. H. Howe, Marvin Hughett, J. M. Burke, Harvey Kennedy, S. M. Wells, W. L. Scott, John Bloodgood, Jay Gould, J. L. Tenhave, A. G. Dulman, W. H. Ferry, R. P. Flower, M. L. Sykes, Jr., H. H. Parker, Albert Keep. Among the officers elected by the directors are the following: President, Albert Keep; Vice President, Secretary and Treasurer, M. L. Sykes, Jr.; General Manager and Superintendent, Marvin Hughett.

At the annual meeting of the Northern Railroad Company, held in Concord, N. H., on the 31st ult., the following Board of Directors was elected for the ensuing year: Onslow Stearns of Concord, John A. Burnham of Boston, George W. Nesmith of Franklin, Uriel Crocker of Boston, Josiah Minot of Concord, Charles F. Choate of Boston, and Edward Lawrence of Boston.

At Little Rock, Arkansas, on the 9th inst., the Supreme Court decided that the act under which about \$16,000,000 of bonds were issued in 1869 in aid of railroads was unconstitutional, and that the bonds were illegal. The case was appealed from the Pulaski Circuit Court, and the Supreme Court affirms the decision of the court below.

At a meeting of the Concord and Claremont Railroad Co., held at Concord, N. H., on the 30th ult., the following directors were elected: Onslow Stearns, Edward L. Goddard, David W. Johnson, Dexter Richards, Mason W. Tappan, Chas. Minot and Chas. P. Sanborn.

The Mason Machine Works, of Taunton, Mass., have just shipped a narrow gauge engine to the North Pacific Coast Railroad, Cal.

Imports of Dry Goods at New York.
The imports of foreign dry goods at New York for the month of May, were:

	1876.	1877.
Manufactures of wool...	\$358,054	\$378,486
" cotton...	580,777	717,937
" silk....	888,314	867,543
" flax....	397,338	519,970
Miscellaneous dry goods.	368,344	315,778

Total.....\$2,592,827 \$2,799,714

WITHDRAWN FROM WAREHOUSE.

	1876.	1877.
Manufactures of wool...	\$534,106	\$301,035
" cotton...	340,777	199,750
" silk....	355,679	226,050
" flax....	321,104	241,626
Miscellaneous dry goods.	122,381	109,001

Total.....	\$1,674,040	\$1,077,462
Add entered for consump.	2,592,827	2,799,714

Thrown upon market....\$4,266,867 \$3,877,176

ENTERED FOR WAREHOUSING.

	1876.	1877.
Manufactures of wool...	\$336,033	\$253,888
" cotton...	159,814	242,345
" silk....	156,092	271,792
" flax....	226,060	222,444
Miscellaneous dry goods.	90,349	43,308

Total.....	\$968,348	\$1,033,777
Add entered for consump.	2,592,827	2,799,714

Total entered at the port. \$3,561,175 \$3,833,491

The imports of foreign dry goods at New York for five months from January 1, were:

ENTERED FOR CONSUMPTION.

	1876.	1877.
Manufactures of wool...	\$6,103,887	\$4,986,910
" cotton...	7,133,428	6,683,854
" silk....	8,212,397	8,500,771
" flax....	3,767,256	4,497,205
Miscellaneous dry goods	2,977,572	2,675,559

Total.....\$28,194,540 \$27,344,299

WITHDRAWN FROM WAREHOUSE.

	1876.	1877.
Manufactures of wool...	\$4,043,720	\$2,023,564
" cotton...	2,628,516	1,917,652
" silk....	2,642,326	2,420,005
" flax....	2,588,685	1,984,522
Miscellaneous dry goods	797,973	701,565

Total withdrawn from warehouse.....	\$12,651,220	\$10,047,308
Add entered for consump	28,194,540	27,344,299

Total thrown on the market.....\$40,845,760 \$37,391,607

ENTERED FOR WAREHOUSING.

	1876.	1877.
Manufactures of wool...	\$3,942,330	\$2,895,130
" cotton...	2,587,696	1,801,917
" silk....	2,561,896	2,200,062
" flax....	2,366,127	1,644,204
Miscellaneous dry goods	762,423	685,283

Total entered warehouse	\$12,220,472	\$9,176,596
Add entered for consump	28,194,540	27,344,299

Total entered at port..\$40,415,012 \$36,520,895

The Contra Costa Gazette says that the regular schedule train time on the new railroad line, when the track has been properly ballasted and bedded, will be at the rate of forty miles an hour, including stoppages. This rate will put Martinez within forty-five minutes of Oakland, and an hour, or but a few minutes over, of San Francisco.

RAILROAD EARNINGS—MONTHLY.

Atchison, Top. & San. Fe: January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
1875.....68,659	73,410	104,051	112,474	107,644	104,437	113,450	152,215	147,552	199,926	178,953	152,584	1,520,359
1876.....117,417	144,132	180,246	197,996	213,996	189,370	198,851	248,138	265,593	285,000	295,793	204,447	2,486,589
1877.....134,864	136,350	189,130	200,681									
Central Pacific:												
1873.....852,860	694,015	939,778	1,129,469	1,373,675	1,301,203	1,214,551	1,251,632	1,392,125	1,375,470	1,298,751	1,116,366	13,919,394
1874.....848,558	804,044	882,423	1,110,623	1,311,699	1,366,615	1,286,940	1,322,557	1,371,739	1,465,515	1,381,765	1,370,334	14,522,814
1875.....963,933	906,159	1,136,263	1,366,984	1,798,469	1,738,370	1,536,225	1,553,014	1,567,622	1,615,974	1,508,000	1,279,010	16,970,018
1876.....994,339	1,017,203	1,184,682	1,427,034	1,757,414	1,639,000	1,507,000	1,689,000	1,886,000	1,957,000	1,673,000	1,411,000	18,184,166
1877.....1,125,000	951,000	1,242,000	1,416,000	1,575,000								
Canada Southern:												
1875.....67,487	41,501	82,255	106,755	102,546	96,599	104,897	104,038	117,109	149,552	131,376	126,552	1,254,386
1876.....123,742	141,161	165,431	168,452	123,088	111,008	108,787	148,968	158,618	156,986	124,838	109,567	1,681,348
1877.....107,893	133,365	153,682	172,973	149,312								
Chicago and Alton:												
1873.....347,372	396,307	420,893	409,472	430,184	475,819	540,342	596,708	560,858	564,633	410,907	344,046	5,497,541
1874.....344,420	339,876	362,342	384,335	397,683	496,815	464,438	480,056	524,042	550,950	416,544	364,725	5,126,228
1875.....319,928	328,219	363,627	367,956	351,004	382,233	387,445	411,960	490,283	489,019	395,779	369,311	4,656,764
1876.....305,597	346,850	355,527	364,000	423,645	451,053	403,671	510,795	524,244	532,868	367,898	374,351	4,960,529
1877.....338,807	333,459	346,308	338,095	321,256								
Chicago and Northwestern:												
1873.....752,468	765,249	967,258	1,034,023	1,256,072	1,309,579	1,249,445	1,316,327	1,520,638	1,516,583	1,075,908	1,052,915	13,816,465
1874.....1,014,514	900,765	1,024,061	1,080,193	1,290,596	1,163,522	1,011,685	1,118,370	1,254,255	1,407,975	1,065,726	1,030,027	13,361,689
1875.....825,469	671,784	970,064	1,024,389	1,164,459	1,052,890	1,257,892	1,093,634	1,206,806	1,409,168	1,196,333	933,339	12,811,227
1876.....808,842	854,627	944,450	919,978	1,090,752								
Chicago, Mil. & St. Paul:												
1873.....334,715	423,716	555,287	574,258	805,802	929,211	834,341	767,871	1,193,210	1,012,741	771,780	843,192	9,046,124
1874.....654,426	657,497	576,271	742,051	964,930	896,709	749,215	704,373	798,859	862,153	694,250	662,283	8,953,017
1875.....466,101	323,273	502,765	639,669	718,465	742,169	842,395	630,516	741,206	974,262	927,030	747,893	8,255,744
1876.....527,546	517,112	567,644	650,961	819,562	877,693	685,270	569,775	645,831	817,259	765,230	610,288	8,054,171
1877.....375,460	405,000	469,000	515,000	606,000								
Clev., Col., Cin. & Ind.:												
1873.....363,921	413,043	448,924	413,443	436,459	411,260	393,806	465,503	466,796	423,893	327,804	332,596	4,887,448
1874.....378,408	292,730	328,537	352,993	317,881	345,188	338,572	418,721	387,376	409,237	353,564	325,399	4,248,606
1875.....277,140	255,239	301,666	304,424	303,689	285,947	291,386	306,105	383,550	364,738	367,295	333,038	3,774,217
1876.....296,258	329,321	299,675	297,526	315,950	320,783	263,177	335,895	367,601	333,298	282,631	234,343	3,676,458
Eric:												
1873.....1,332,994	1,294,076	1,460,174	1,548,813	1,775,324	1,463,961	1,550,023	1,525,243	1,643,464	1,743,752	1,704,374	1,392,615	18,694,096
1874.....1,326,505	1,329,422	1,515,382	1,541,958	1,754,821	1,717,593	1,784,894	1,820,756	1,879,764	1,825,630	1,529,307	1,522,585	19,548,617
1875.....1,455,210	1,286,511	1,430,911	1,556,922	1,646,139	1,648,938	1,545,380	1,546,175	1,605,138	1,680,196	1,447,666	1,287,551	18,136,787
1876.....1,164,975	1,101,631	1,074,743	1,423,386	1,556,521	1,570,470	1,534,098	1,497,529	1,538,089				
Hannibal & St. Joseph:												
1875.....94,532	116,286	138,779	147,439	125,890	122,455	113,131	153,868	154,634	173,911	169,639	151,709	.....
1876.....142,968	156,111	174,335	149,573	141,289	141,426	138,087	171,381	183,033	188,976	178,401	158,812	.....
1877.....122,800	136,160	162,000	194,573									
Illinois Central:												
1873.....602,241	597,429	660,759	553,912	635,459	742,600	684,840	769,748	884,485	797,121	636,039	703,692	8,268,325
1874.....563,998	517,674	561,793	586,962	672,234	692,416	627,454	711,969	758,536	838,307	668,943	680,435	7,900,721
1875.....591,031	481,681	595,519	610,459	604,881	602,505	715,899	613,446	718,101	816,508	773,092	679,434	7,802,566
1876.....553,574	577,702	580,004	530,269	606,134	666,125	494,529	600,179	616,292	707,988	575,306	532,867	7,040,969
1877.....466,498	460,839		447,409									
Lake Shore & Mich. South'n:												
1872.....1,349,275	1,302,139	1,504,478	1,536,193	1,489,333	1,332,727	1,235,145	1,472,074	1,643,640	1,774,891	1,567,875	1,492,235	17,699,935
1873.....1,445,220	1,600,933	1,774,128	1,709,880	1,663,040	1,604,448	1,446,956	1,566,914	1,791,376	1,785,186	1,433,735	1,572,693	19,414,509
1874.....1,569,750	1,363,355	1,491,280	1,518,132	1,373,678	1,335,319	1,225,831	1,414,819	1,532,602	1,589,497	1,335,892	1,365,986	17,146,131
1875.....1,163,564	1,037,518	1,287,841	1,275,664	1,100,142	1,055,699	1,079,808	1,178,324	1,306,826	1,392,487	1,275,955	1,280,371	14,434,199
1876.....1,097,272	1,095,529	1,193,734	1,179,898	1,178,639	1,142,228	1,020,615	1,197,992	1,350,984	1,318,194	1,122,314	1,051,777	13,949,176
Mo., Kan. & Texas:												
1875.....198,099	204,539	233,095	192,471	187,091	221,444	211,735	263,208	291,827	305,144	300,534	295,738	2,904,925
1876.....256,459	254,722	245,814	214,788	212,928	233,126	224,308	294,361	324,144	335,275	324,886	296,466	3,217,277
1877.....237,032	235,308	247,505	221,656	231,307								
Ohio and Mississippi:												
1875.....245,989	244,983	309,908	273,441	257,971	256,772	237,338	250,320	340,751	345,805	324,857	337,915	3,426,050
1876.....315,021	290,832	307,360	305,113	310,908	310,210	247,646	292,897	330,111	341,679			
Philadelphia and Reading:												
1871.....506,367	423,045	644,506	688,578	1,063,002	1,510,088	1,213,303	1,359,633	1,418,141	1,413,643	1,423,378	837,080	12,500,664
1872.....657,318	645,090	823,683	1,044,251	1,116,387	1,167,008	1,071,407	1,142,241	1,190,695	1,322,847	1,127,030	891,791	12,199,748
1873.....742,041	745,100	1,258,470	1,379,009	1,308,450	1,382,096	1,321,543	1,446,247	1,547,475	1,486,091	1,324,348	1,049,136	14,990,006
1874.....683,128	737,381	1,190,328	1,321,509	1,433,450	1,373,229	895,453	1,066,632	1,468,807	1,857,429	1,375,639	958,136	14,361,121
1875.....447,172	417,644	575,740	650,270	689,193	917,514	1,555,974	1,631,339	1,656,258	1,722,954	1,438,733		
1876.....												
St. Louis, I. Mt. & South'n:												
1873.....145,834	152,054	224,449	207,627	254,927	216,223	200,575	223,714	244,967	238,198	209,622	221,348	2,539,538
1874.....243,915	211,409	226,288	214,620	251,509	238,608	235,250	254,230	292,316	358,776	250,860	385,000	3,244,071
1875.....250,790	281,911	275,910	264,560	275,147	294,631	226,241	283,957	333,776	388,604	429,765	497,650	3,802,942
1876.....327,190	312,116	295,000	273,002	264,900	262,300	253,500	288,300	374,000	440,600	450,332	486,300	3,980,581
1877.....377,203	352,407	350,000	281,108	304,000								
St. Louis, Kans. C. & North'n:												
1875.....208,088	196,155	243,991	220,692	188,083	178,332	153,497	248,836	246,624	263,240	235,176	265,536	2,636,707
1876.....246,536	282,879	271,230	234,002	237,354	228,720	216,916	255,688	290,601	328,508	282,511	261,177	3,137,279
1877.....240,042	250,100	250,352	264,438	227,179								
Toledo, Peoria and Warsaw:												
1875.....71,437	61,809	72,805	74,809	70,592	77,963	89,402	113,018	123,894	127,167	123,920	116,769	1,411,732
1876.....99,208	112,261	102,737	118,043	125,209	135,928	92,749	143,471	145,028	137,978	101,075	95,065	1,130,498
1877.....78,571	80,579	84,220	90,113	85,011								
Union Pacific:												
1869.....				797,948	706,602	623,560	617,585	758,467	999,665	837,398	716,829	5,709,183
1870												

NATIONAL AND STATE SECURITIES.

	Amounts outstanding.	Interest.		When Payable.	Market Price.		Amounts outstanding.	Interest.		When Payable.	Market Price.
		Rate.	Payable.					Rate.	Payable.		
National Securities, June 1, 1877.											
Loan of June 14, 1868.....registered	\$290,000	5	Jan. & July.	1874	110 1/2						
Loan of February 8, 1861.....registered	13,314,000	5	Jan. & July.	1880	114 1/2						
Oregon War Bonds of March 2, 1861.....coupon	4,601,000	5	Jan. & July.	1881	107						
Loan of July 17, and Aug. 5, 1861.....registered	126,238,000	5	Jan. & July.	1881	110 1/2						
Loan of Feb. 25, 1862 (5-20s).....registered	63,083,350	5	May & Nov.	1882	111 1/2						
Loan of March 3, 1863.....registered	53,777,400	5	Jan. & July.	1881	110 1/2						
Loan of March 3, 1864 (5-20s).....registered	21,222,600	5	May & Nov.	1884	114 1/2						
Loan of June 30, 1864 (5-20s).....registered	8,324,800	5	May & Nov.	1885	114 1/2						
Loan of March 3, 1866 (5-20s).....coupon	51,939,200	5	Jan. & July.	1885	106 1/2						
.. 2d series (5-20s).....registered	68,956,760	5	Jan. & July.	1885	109 1/2						
.. 3d series (5-20s).....registered	183,760,350	5	Jan. & July.	1887	109 1/2						
.. 4th series (5-20s).....registered	97,884,300	5	Jan. & July.	1887	112 1/2						
.. 5th series (5-20s).....registered	19,632,500	5	Jan. & July.	1888	112 1/2						
.. 6th series (5-20s).....registered	11,841,300	5	Mar. & Sept.	1904	112 1/2						
Loan of March 3, 1864 (10-40s).....registered	142,001,150	5	F. M. A. & N.	1881	111						
Consols of July 14, '70 & Jan. 20, '71.....registered	218,970,600	5	M. J. S. & D.	1891	107 1/2						
Funded Loan of 1891.....registered	289,469,750	4 1/2	"	1891	107 1/2						
Debt matured and without interest.....(var.)	14,894,300	4 1/2	"	Due.	107 1/2						
Navy Pension Fund of July 23, 1868.....(cur.)	14,000,000	3	"	Ired.	122						
Pacific R. R. Bonds (registered).....(currency)	64,623,512	6	Jan. & July.	'95-'99	122						
United States Notes.....(currency)	366,477,642	nil.	"	"	"						
Fractional Currency.....	21,236,930	"	"	"	"						
State Securities, Interest dates.											
Alabama—(\$21,670,810):											
.. Bonds (old), extended.....	2,582,800	5	May & Nov.	'86-'92	40						
.. Bonds (new), 1866, '68 '72 and '73.....	2,212,700	8	Jan. & July.	'86-'93	40						
.. Bonds (new), 1874.....	341,000	7	"	"	1894						
.. R. R. Loans (\$2,300,000) & endorsements.....	15,061,000	8	"	"	'90-'91	20					
Arkansas—(\$12,733,086):											
.. Bonds (Funding), 1869 and 1870.....	3,050,000	6	Jan. & July.	1869	25						
.. Levee bonds (warrants), 1871.....	1,460,000	7	"	"	1900						
.. Deficiency Bonds, 1872.....	300,000	7	"	"	1882						
.. Bonds (for \$2,500,000), 1875.....	2,500,000	7	"	"	1895						
.. Railroad Aid bonds, 1869 and 1870.....	5,800,000	7	April & Oct.	1900	2						
California—(\$3,398,500):											
.. Civil (S. F.) bonds, 1867 and 1868.....	75,500	7	Jan. & July.	'77-'80	100						
.. Relief Fund bonds, 1863.....	95,500	7	"	"	1883						
.. State Capitol bonds, 1870 to 1872.....	500,000	7	"	"	1885						
.. Funding bonds, 1873.....	2,801,000	6	"	"	1893						
Connecticut—(\$6,014,000):											
.. War Loan bonds (10-20 yrs), 1861.....	508,900	6	Jan. & July.	1881							
.. War Loan bonds (20 yrs), 1863 and '64.....	2,195,500	6	"	"	'83-'84	111					
.. War Loan bonds (10-30 yrs), 1864.....	568,500	6	April & Oct.	1894							
.. War Loan bonds (20 yrs), tax free, 1865.....	1,741,100	6	"	"	1885						
Delaware—(\$1,231,000):											
.. State bonds to railroads, etc.....	1,231,000	6	Jan. & July.	1885							
District of Columbia—(\$12,790,000):											
.. Improvement (gold) bonds, 1872.....	4,000,000	6	Jan. & July.	1892							
.. Improvement (cur.) bonds, 1873.....	790,000	7	"	"	1893						
.. Funding bonds, 1874, (guar. by U. S.).....	13,743,250	3.5	Feb. & Aug.	1924	70 1/2						
Florida—(\$5,431,707):											
.. State bonds, 1871.....	350,000	7	Jan. & July.	1891							
.. Consolidated (gold) bonds of 1872.....	609,200	6	"	"	1903						
.. Loan (J. F. & Mob. R. R.) gold bonds, 1870.....	4,000,000	8	"	"	1890						
Georgia—(\$19,823,900):											
.. Bonds to Atlantic and Gulf R. R.....	1,000,000	6	Feb. & Aug.	'78-'80	101						
.. Bonds, act March 12, 1866.....	5,500,000	7	Jan. & July.	1886	108 1/2						
.. Bonds (gold), act Sept. 1870.....	2,098,000	7	J. A. J. & O.	1890	107 1/2						
.. Bonds (gold), act Oct. 1870.....	1,880,000	7	April & Oct.	1890	107						
.. Bonds (funding), 1873.....	1,200,000	8	"	"	'76-'80	104					
.. Bonds to Brunswick & Albany R. R., '70.....	1,500,000	7	June & Dec.	1890							
.. Railroad aid bonds (endorsed), 1870 & '71.....	7,645,900	var	Various.	'90-'92	104						
Illinois—(\$1,689,045):											
.. Interest bonds, 1847.....	940,445	6	Jan. & July.	1878							
.. Refunded Stock bonds, 1859.....	320,000	6	"	"	var.	103					
.. Chicago Relief bonds, 1871.....	250,000	6	May & Nov.	1881							
Indiana—(\$910,000):											
.. Temporary Loan bonds, 1873.....	910,000	7	April & Oct.	1876							
Iowa—(\$643,000):											
.. War and Defense bonds, 1861.....	300,000	7	Jan. & July.	1881							
Kansas—(\$1,536,175):											
.. Funding & Co. bonds 1863 to 1864.....	101,175	6	Jan. & July.	'83-'84	45						
.. Bonds (various) 1866 to 1869.....	859,000	7	"	"	'76-'99	45					
.. Military Loan bonds, 1864 to 1869.....	346,000	7	"	"	'84-'99	45					
Louisiana—(\$21,099,100):											
.. Treasury Relief bonds, 1863.....	735,000	6	Jan. & July.	1893	45						
.. Levee bonds, 1869.....	1,000,000	8	Various.	1886	45						
.. Levee bonds, 1867.....	3,992,000	6	May & Nov.	1907	45						
.. Levee bonds, 1870.....	2,966,000	8	Mar. & Sept.	1875	45						
.. Funding (coupon) bonds, 1869.....	722,100	6	Jan. & July.	'86-'88	45						
.. Funded (floating debt) bonds, 1870.....	2,821,000	6	May & Nov.	1910	45						
.. Penitentiary bonds, 1869.....	497,000	7	Mar. & Sept.	1869	45						
.. Miss. & Mex. Gulf Ship Canal bonds, '69.....	389,000	7.5	Various.	'72-'06	45						
.. Railroad Aid (various) bonds.....	2,355,000	6	Various.	'99-'11	80						
.. Railroad Loan (var.) bonds, 1869 to 1871.....	4,750,000	8	Various.	'99-'11	80						
.. Consolidated Funding bonds, 1874.....	951,854	7	Jan. & July.	1914	80						
Maryland—(\$11,095,019):											
.. Bonds to R. R. and Canals.....	5,604,129	5	J. A. J. & O.	1890	90						
.. Bonds to R. R. and Canals.....	889,836	6	Jan. & July.	1883	113 1/2						
.. Defense and Bounty bonds 1864 to 1868.....	3,833,583	6	"	"	'85-'89	113 1/2					
.. State Loan bonds, 1870 and 1874.....	998,471	6	Various.	'75-'78	104						
Maine—(\$7,088,400):											
.. Civil (var.) bonds, 1867 to 1861.....	171,000	6	Various.	'75-'78	104						
.. War and Bounty bonds, 1863 and 1864.....	3,852,500	6	Various.	'80-'89	111						
.. Equalization (Municipal) bonds, 1863.....	2,065,900	6	April & Oct.	1889	104						
Massachusetts—(\$29,465,204):											
.. Lunatic Hospital Loan, 1874.....	650,000	5	Jan. & July.	1894	110 1/2						
.. Harbor Land Improvement bonds, 1874.....	400,000	5	"	"	1894	110 1/2					
.. Back Bay Land bonds, 1861 and 1862.....	220,000	5	May & Nov.	1880	108						
.. Union Defense Loan, 1861.....	1,850,000	5	Jan. & July.	'75-'76	115						
.. Coast Defense Loan, 1862.....	688,000	5	Jan. & July.	'77-'78	109 1/2						
.. County Fund Loan, 1863 and 1864.....	8,380,244	5	"	"	1894	110 1/2					
.. War Fund Loan, 1869.....	999,944	5	"	"	1899						
.. Troy & Greenfield R. R. & Tunnel Loan.....	10,971,992	5	Various.	'88-'94	109						
.. B. H. & Erie R. R. Loan.....	3,599,020	5	Jan. & July.	1900							
Michigan—(\$1,664,000):											
.. Renewal Loan bonds, 1858.....	105,000	6	"	"	1878	104					
.. Two Mullen Loan bonds, 1863.....	1,032,000	6	"	"	'76-'83	105					
.. War Bounty Loan bonds, 1865.....	366,000	7	May & Nov.	1890	110						
Minnesota—(\$2,755,000):											
.. State Buildings Loan, 1867 to 1869.....	250,000	7	Jan. & July.	'77-'79	109 1/2						
.. State Buildings Loan, 1873, coupon.....	230,000	7	"	"	'88-'93	109 1/2					
.. Railroad Aid bonds, 1858, (repudiated).....	2,275,000	7	"	"	1887						
Missouri—(\$17,839,000):											
.. State Debt Proper, 1865 and 1868.....	439,000	6	"	"	'81-'91	102					
.. Consolidation bonds, 1868.....	2,727,000	6	"	"	1888						
.. Funding Bonds, 1874.....	1,100,000	6	"	"	'94-'95	103					
.. Railroad Aid bonds, 1853-'66.....	15,888,000	6	"	"	'79-'87	104					

AMERICAN RAILROAD BOND LIST.

Asterisk (*) affixed to rate of Interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Adirondack:							Blue Ridge, (S. Car.):						
1st Mortgage.....	940,000	7	Jan. & July.	New York.	1886	....	1st Mort., guar. by State (gold) .	4,000,000	7*	Jan. & July.	Charleston.	1898	....
Alabama and Chattanooga:							Boston and Albany:						
1st Mortgage, guar. by Ala.....	5,200,000	8*	Jan. & July.	New York.	1889	....	Currency bonds of Feb. 1, 1872.	5,000,000	7	Feb. and Aug.	Boston.	'91-'92	114
2d Mortgage.....	2,678,000	8	"	"	1889	....	Boston, Clinton and Fitchburg:						
Receiver's Bonds.....	1,200,000	7	"	"	....	....	1st Mortgage (Agricultural Br.)..	400,000	6	Jan. & July.	Boston.	1884	86
Alabama and Georgia:							1st Mortgage (Equalization)....	300,000	7	"	"	1889	92
1st Mortgage, guar. by Ala. & Ga.	16,000pm	8	Jan. & July.	New York.	1891	....	1st Mortgage (Consolidation)...	252,000	7	"	"	1890	96
Alabama Central:							Equipment Mortgage.....	870,000	8	Apr. and Oct.	"	1881	90
1st Mortgage.....	1,800,000	8	Jan. & July.	New York.	1901	....	Boston, Concord and Montreal:						
Albany and Susquehanna:							Sinking Fund Mortgage.....	624,000	6	Jan. and July.	Boston.	1889	92
1st Mortgage.....	1,000,000	7	Jan. & July.	New York.	1888	110 1/2	Consol. Mortgage for \$2,000,000.	1,241,000	7	Apr. and Oct.	Boston.	1893	102
2d Mortgage.....	2,000,000	7	April & Oct.	"	1885	94	Boston, Hartford and Erie:						
3d Mortgage.....	434,000	7	May & Nov.	"	1881	85	1st Mortgage (old).....	273,000	7	Mar. and Sept.	Boston.	1884	....
Albany Loan.....	933,000	6	"	"	1895	....	1st Mortgage (Berdel).....	15,000,000	7	Jan. and July.	New York.	1900	114
Alexandria and Fredericksburg:							1st Mortgage, guar. by Erie.....	5,000,000	7	"	"	1900	114
1st Mortgage.....	1,000,000	7	June & Dec.	Philadelphia.	1896	....	Mass. L. (sec'd by \$4,000,000 Ber.)	3,600,000	7*	"	Boston.	1890	....
Allegheny Valley:							Boston and Lowell:						
General Mortgage.....	3,967,000	7.3	Jan. & July.	New York.	1896	106 1/2	Bonds (Wharf Purchase).....	200,000	6	Apr. and Oct.	Boston.	1879	100
Special Mortgage to Penn.....	3,500,000	5	January.	Harrisburg.	....	....	Bonds of 1872 for \$1,000,000....	999,500	7	"	"	1892	106 1/2
1st M., E. Ext., guar. by Pa. R.R.	9,938,000	7	April & Oct.	Phil. or Lond.	1900	96 1/2	Bonds of 1875.....	500,000	7	Mar. and Sept.	"	1895	....
Funding Income (traffic guar.)	5,402,900	7	"	Pittsburg.	1894	46	Bonds of 1876.....	161,000	6	Jan. and July.	"	1896	....
American Central:							Boston and Maine:						
1st Mort., guar. by C., B. & Q.	386,000	7	Jan. & July.	New York.	1878	101 1/2	Bonds of 1893 (coup. and reg.)..	3,200,500	7	Jan. and July.	Boston.	'93-'94	116 1/2
Androscoggin:							Boston and New York Air Line:						
1st Mortgage (Bath Loan).....	425,000	6	Jan. & July.	Bath, Me.	1891	....	1st mortgage.....	500,000	7	Feb. and Aug.	New York.	1895	100 1/2
Arkansas Central (narrow gauge):							Boston and Providence:						
1st Mortgage.....	1,200,000	7*	Jan. & July.	Lond. or Am.	1891	....	Bonds to purchase P., W. & B. R. d.	500,000	7	Jan. and July.	Boston.	1893	108 1/2
Ashland, Youngstown & Pitta.:							Brunswick and Albany:						
1st Mortgage.....	1,500,000	7*	April & Oct.	New York.	1901	....	1st Mort. (gold) end. by G. tax fr.	3,630,000	6*	Apr. and Oct.	New York.	1908	....
2d Mortgage, Income.....	400,000	7	Jan. and July.	Pittsburgh.	1904	....	2d Mort. sinking fund gold.....	2,350,000	7*	"	"	1893	....
Atchison and Nebraska:							Buffalo, Bradford and Pittsburg:						
1st Mortgage.....	3,750,000	8	March & Sept.	Boston.	1896	....	General Mortgage.....	580,000	7	Jan. & July.	New York.	1896	....
Atchison, Topeka and Santa Fe:							Buffalo, Corry and Pittsburg:						
1st Mortgage (gold).....	7,041,000	7*	Jan. & July.	New York.	1899	90	1st Mortgage.....	700,000	7	Jan. and July.	New York.	1886	....
Land Grant Mortgage (gold)....	3,369,000	7*	April & Oct.	Boston.	1900	81 1/2	Buffalo and Erie:						
1st Mort. (Wichita Br.) traf. guar	412,000	7*	Jan & July.	"	1902	....	Mort. bonds (ass'd by L.S. & M.S.)	200,000	7	Jan. and July.	New York.	1882	....
Pottawatomie Land Grant.....	479,000	7	May & Nov.	N. Y. or Bost.	1879	....	Mort. bonds (" ")	300,000	7	March & Sept.	"	1886	....
Consol. Second Mort. (gold)....	3,294,000	7*	April & Oct.	"	1903	49 1/2	Mort. bonds (" ")	2,850,000	7	Apr. and Oct.	"	1898	107 1/2
Land Income Bonds.....	475,000	12	Jan. & July.	Boston.	....	105	Buffalo and Jamestown:						
Atlanta and Richmond Air Line.							Mortgage.....	1,000,000	6*	"	New York.	1902	....
1st Mortgage (guar. by Georgia).	4,248,000	8	Jan. & July.	New York.	1900	50	Buffalo, New York and Erie:						
Atlantic and Great Western:							1st Mortgage (assumed by Erie)	2,000,000	7	June & Dec.	New York.	1877	90
1st Mortgage (gold).....	14,922,200	7*	Jan. & July.	N. Y. or Lond.	1902	....	Buffalo, New York & Phila.:						
2d Mortgage (gold).....	10,173,679	7*	March & Sept.	"	1902	....	1st Mortgage.....	2,296,000	6*	Jan. & July.	New York.	1896	94 1/2
3d Mortgage (gold) Income.....	28,783,000	7*	May & Nov.	"	1902	....	2d Mortgage for \$1,000,000....	281,500	10	"	"	1893	....
Atlantic and Gulf:							Burlington, Cedar Rapids & Minn.:						
Consolidated 1st Mortgage.....	2,310,200	7	Jan. & July.	New York.	1887	89	1st Mortgage, atg. skg. fund....	5,400,000	7*	May & Nov.	N. Y. & Lond.	1919	46
1st Mortgage (S. Ga. & Fla. R.R.)	464,000	7	May & Nov.	"	1888	....	1st Mort., (gold) Mil. Div.....	2,200,000	7*	Feb. and Aug.	"	1902	....
2d Mortgage (S. Ga. & Fla. R.R.)	200,000	7	"	"	1889	....	Burlington and Missouri River:						
Atlantic and Lake Erie:							Land and R. R. Mortgage.....	4,638,250	7	April & Oct.	N. Y. & Bost.	1893	110
1st Mort. (gold) for \$5,000,000....	....	7*	Jan. & July.	New York.	1901	....	Stock Bonds pref. 3d lien.....	298,500	8	Jan. & July.	Boston.	1878	....
Atlantic, Miss. and Ohio (428 m.):							Stock (common) Bonds.....	289,500	8	April & Oct.	N. Y. & Bost.	1879	106
1st Mortgage for \$15,000,000....	5,470,000	7*	April & Oct.	New York.	1901	....	Stock (common) Bonds.....	280,000	8	Jan. & July.	"	1894	106 1/2
2d Mort. to State (no int. till '80).	4,000,000	....	"	"	....	....	Stock (common) Bonds.....	401,000	8	"	"	1889	....
Atlantic and Pacific:							Burlington and Mo. Riv. in Neb.:						
Land Mortgage gold bonds.....	2,829,000	6*	Jan. & July.	New York.	1888	....	1st Mortgage convertible.....	5,715,000	8	Jan. & July.	N. Y. & Bost.	1894	107
2d Mortgage for \$3,000,000 (gold)	2,015,500	6*	May & Nov.	"	1891	....	Bonds convertible until 1882....	600,000	8	"	Boston.	1883	98 1/2
1st Mort. (So. Pac. R.R.) assumed	7,188,500	6*	Jan. & July.	"	1888	61	Burlington and Southwestern:						
1st Mort. (Central Div.) gold.....	1,190,000	6*	May & Nov.	"	1891	....	1st Mortgage (\$20,000 per mile).	1,800,000	8	May & Nov.	Boston.	1891	....
1st Mort. (Central Div.) L. G.....	794,000	6*	"	"	1901	....	Cairo and Fulton (Arkansas):						
Equipment Bonds.....	753,000	10	June & Dec.	"	1883	....	1st Mort. (R. R. and lands) S. F..	8,000,000	7*	Jan. & July.	New York.	1891	....
Income Bonds (for funding)....	529,800	6*	"	"	1883	....	Cairo and St. Louis (3 ft. gauge):						
Land Debentures.....	600,900	10	J. A. J. & O.	"	1884	....	1st Mortgage.....	2,500,000	7	April & Oct.	New York.	1901	....
Atlantic and St. Lawrence:							Cairo and Vincennes:						
Sterling bonds (not Mort.) of 1853.	484,000	6*	May & Nov.	"	1878	....	1st Mortgage, gold.....	3,500,000	7*	April & Oct.	N. Y. & Lond.	1909	....
2d Mortgage (sterling) of 1864....	1,500,000	6*	April & Oct.	"	1884	....	2d Mortgage.....	1,500,000	7*	Jan. & July.	"	1898	....
3d Mortgage (sterling) of 1871....	713,000	6*	May & Nov.	"	1891	....	California Pacific:						
Portland City Bonds, 1st M., s. f.	787,000	6	"	Portland.	1886	....	1st Mortgage, sinking fund....	2,250,000	7*	Jan. & July.	New York.	1889	....
Bald Eagle Valley:							Extension, or 2d Mortgage.....	3,500,000	7*	"	"	1889	....
1st Mortgage.....	354,000	6	Jan. & July.	Philadelphia.	1881	....	First Income Bonds.....	1,000,000	10*	"	"	....	....
2d Mortgage.....	100,000	7	"	"	1884	....	2d Income, or double track b'ds	1,600,000	6*	Jan. & July.	"	1891	....
Baltimore and Ohio:							Camden and Amboy:						
Loan of 1850-'80.....	579,500	6	Jan. & July.	Baltimore.	1880	105 1/2	Loan of 1883.....	1,700,000	6	Feb. & Aug.	Philadelphia.	1883	103 1/2
Loan of 1883-'85.....	1,710,000	6	April & Oct.	"	1885	106	Loan of 1889.....	866,000	6	June & Dec.	Princeton.	1889	102 1/2
Loan of 1885-'90 (Balt.) skg. fd.	3,253,026	6	Jan. & July.	"	1890	....	Mortgage Loan of 1889.....	5,000,000	6	May & Nov.	Philadelphia.	1889	103
Loan of 1870-'95 (atg.) skg. fund.	3,398,956	6*	March & Sept.	London.	1895	....	Sterling Loan, S. F. (£262,000).	1,286,080	6*	Feb. & Aug.	London.	1880	....
Loan of 1872-1902 (atg.) S. F.....	9,198,852	6*	"	"	1902	....	Camden and Atlantic:						
Loan of 1874-1910 (atg.) S. F.....	9,576,000	6*	May & Nov.	"	1910	....	1st Mortgage.....	490,000	7*	Jan. & July.	Philadelphia.	1893	113
Baltimore and Potomac:							2d Mortgage.....	500,000	7	April & Oct.	"	1879	95
1st Mort. (Tunnel) gold guar....	1,500,000	6*	Jan. & July.	Baltimore.	1911	....	Camden and Burlington County:						
1st Mortgage (R. R.) gold guar....	3,000,000	6*	April & Oct.	"	1911	....	Consolidated 1st Mortgage.....	350,000	6	Feb. & Aug.	Philadelphia.	1897	104
Bangor and Piscataquis:							Canada Southern:						
1st Mortgage (Bangor loan).....	600,000	6	April & Oct.	Boston.	1899	....	1st Mort. (skg. fd.) d'd for \$9,000,000	9,000,000	7*	Jan. & July.	New York.	1906	51
1st Mort. (Bangor loan) extens'n	120,000	7	"	"	1901	....	Cape May and Millville:						
Bay City and East Saginaw:							2d Mort. guar. by W. Jersey R.R.	400,000	7	April & Oct.	Camden.	....

AMERICAN RAILROAD BOND LIST.

An Asterisk (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Cedar Rapids & Mo. Riv. (C. & N.W.):	\$						Chicago, Iowa and Nebraska:	\$					
1st Mortgage, 1st Div. \$10,000 p.m.	678,000	7	Feb. & Aug.	New York.	1891	99	2d Mort. (now 1st) guar. C. & N.W.	568,200	7	Jan. & July.	Boston.	1880	102
1st Mortgage 2d Div. \$10,000 p.m.	582,000	7	"	"	1894	99	2d Mort. (now 2d) guar. C. & N.W.	211,500	7	Feb. & Aug.	New York.	1892	100
1st Mortgage 3d Div. \$16,000 p. m.	2,400,000	7	May & Nov.	"	1916	100	Chicago and Lake Huron:						
Central Branch Union Pacific:							1st Mort. 1st series (Peninsular.)	1,800,000	7	May and Nov.	N.Y. or Lond.	1899	100
1st Mort. (Atch. & Pike's Peak).	1,600,000	6	May & Nov.	New York.	1895	49	1st Mort. 2d series (")	2,000,000	7	"	"	1900	100
2d Mortgage Govern't guaranty.	1,600,000	6	Jan. & July.	"	1895	49	1st M. (Port Huron & L. Mich.)	1,900,000	7	"	New York.	1899	100
Central of Georgia:							2d Mortgage (Peninsular.)	540,000	7	Feb. and Aug.	"	1881	100
General Mort. for \$5,000,000....	2,222,000	7	Jan. & July.	N.Y. & Savan.	1893	100	Consolidated Mortgage.....	12,000,000	6	"	"	1903	100
Macon & West. (Atlanta D.) b'de	117,000	7	April & Oct.	Savannah.	1880	100	Chicago and Milwaukee Railway:						
Central of Iowa:							1st Mort., guar. by C. and N.W.	1,700,000	7	Jan. & July.	New York.	1898	100
1st Mortgage, gold, \$16,000 p.m.	3,700,000	7	Jan. & July.	New York.	1899	324	Chicago and Mich. Lake Shore:						
2d Mortgage, gold, \$4,000 p. m....	925,000	7	April & Oct.	"	1901	100	1st Mortgage.....	477,000	8	March & Sept.	Boston.	1889	100
Central of L. I. (Flush., N.C. & C.):							1st Mortgage.....	3,500,000	8	Jan. & July.	"	1890	100
1st Mortgage.....	1,275,000	7	May & Nov.	New York.	1889	100	1st Mortgage.....	1,350,000	8	May & Nov.	"	1891	100
Central of New Jersey:							1st Mortgage (on Branch).....	1,325,000	8	March & Sept.	"	1892	100
Convertible bonds of 1872.....	4,400,000	7	May & Nov.	New York.	1902	55	Chicago, Milwaukee and St. Paul:						
1st Mort. (New) for \$5,000,000....	5,000,000	7	Feb. & Aug.	"	1890	109	1st Mort. (La Crosse Division)	6,000,000	7	Jan. & July.	New York.	1883	103
Newark Branch Bonds.....	600,000	7	Jan. & July.	"	1887	100	1st Mort. (Chic. and Mil. Div.)	2,500,000	7	Jan. & July.	"	1903	100
Loan of Loh. C. & Nav. Co. (ass'd)	2,310,000	6	"	Philadelphia.	1897	100	1st Mort. (East. Div. Palmer)	2,500	8	May & Nov.	"	1874	100
Consol. Mort. for \$25,000,000....	15,000,000	7	"	New York.	1899	60	1st Mort. (Iowa and Minn. Div.)	3,810,000	7	Jan. & July.	"	1897	90
Central Ohio (B. and O.):							1st Mort. (Minnesota Central)	190,000	7	"	"	1894	100
1st Mortgage guaranteed.....	2,500,000	6	March & Sept.	Baltimore.	1890	101	1st Mort. (St. Paul Division)	4,000,000	7	"	"	1902	64
Central Pacific of California:							1st Mort. (Iowa and Dak. Div.)	748,000	7	"	"	1899	84
1st Mort., 30 years bonds, (gold)	25,883,000	6	Jan. & July.	New York.	1883	100	1st Mort. (Prairie du Chien Div.)	3,674,000	8	Feb. & Aug.	"	1898	118
Convertible 20 years bonds, gold	1,483,000	7	"	"	1883	104	2d Mort. (")	1,315,000	7.3	"	"	1898	98
State Aid B'de (Int. by State) gold	1,500,000	7	"	Sacramento.	1884	104	1st Mort. (Hast. and Dak. Div.)	234,000	7	Jan. & July.	"	1902	83
2d Mort. (Govern'm't Subsidy)	27,855,880	6	"	U.S. Treasury.	1895	99	1st Mort. (Mil. and Western)...	234,000	7	Jan. & July.	"	1891	100
1st Mort. (Western Pacific) gold	2,735,000	6	"	New York.	1899	103	2d Mortgage.....	675,000	7	April & Oct.	"	1884	91
1st Mort. (Calif. & Oregon) gold	8,000,000	6	"	"	1888	91	Equipment and Bridge Bonds....	219,000	10	June & Dec.	"	1883	100
1st Mort. (S. Fr., Okld & Ala.)...	500,000	8	"	"	1890	100	Consol. Mort. for \$35,000,000....	5,710,000	7	Jan. & July.	"	1905	87
1st Mort. (San Joaquin V.D.) gold	6,000,000	6	April & Oct.	"	1900	88	Chicago and Northwestern:						
Land bonds (Gen. Pac. Co.) b'de	9,202,000	6	"	"	1890	92	Preferred sinking fund (193 m.)	1,238,700	7	Feb. & Aug.	New York.	1885	103
Central Vermont:							General 1st Mortgage (193 m.)	3,578,000	7	"	"	1885	107
1st Mort., Consol. (Vt. Central).	3,000,000	7	May & Nov.	Boston.	1886	91	Funded coupons (193 m.)	740,300	7	May & Nov.	"	1883	104
2d Mort., Consol. (")	1,500,000	7	June & Dec.	"	1891	2	Appleton Ext. (23 m. & 76,000 ac.)	146,000	7	Feb. & Aug.	"	1885	100
1st Mort. (Stan., Sheff. and Ch.)	500,000	7	Jan. & July.	"	1887	35	Green Bay Ext. (26 m. & 76,000 a.)	285,000	7	"	"	1885	100
Income and Extension Bonds....	1,008,600	8	May & Nov.	"	1902	35	1st Mort. (Gal. & Chi. U.) 248 m.	1,692,000	7	"	"	1882	107
Equipment Mort. (Vt. Central)	1,000,000	8	"	"	1889	28	Elgin and State Line.....	122,000	6	Jan. & July.	"	1878	100
Equipment Mort. (")	1,000,000	8	"	"	1889	28	Mississippi River Bridge.....	186,000	7	"	"	1884	100
Bonds, guar. (Vt. and Canada)	1,000,000	8	Jan. & July.	"	1891	36	1st Mortgage (Peninsula).....	328,000	7	March & Sept.	"	1896	100
Mississquoi R.R. (") b'de	500,000	7	"	"	1891	100	Consol. skg fund (C. & N.W.R'y)	4,277,000	7	F. M. A. & N.	"	1915	107
Cent. Vt. (Vt. & Ca. Mort.) b'de	3,000,000	6	March & Sept.	"	1904	100	General Consol. Gold Bonds....	9,758,000	7	June & Dec.	"	1902	84
Charleston and Savannah:							1st Mort. S. F. (Madison Exten.)	3,150,000	7	April & Oct.	"	1911	100
1st Mortgage guar. by State.....	505,000	6	March & Sept.	Charleston.	1877	100	1st Mort. S. F. (Menominee Ext.)	2,700,000	7	June & Dec.	"	1911	100
Funded Interest on 1st Mort....	167,400	7	"	"	1889	100	1st Mort. (Chic. & Mil. R.W.) guar	1,700,000	7	Jan. & July.	"	1898	100
Charlotte, Columbia & Augusta:							1st Mort. (Bel. & Mad. R.R.) guar.	284,000	7	"	"	1888	100
1st Mortgage.....	2,000,000	7	Jan. & July.	New York.	1895	76	Chicago and Paducah (C. B. & Q.):						
Chartiers:							1st Mortgage \$26,000 p. m. gold.	2,304,000	7	Jan. & July.	Boston.	1903	100
1st Mort., guar. by Penna.....	500,000	7	April & Oct.	Philadelphia.	1901	100	Chl., Pekin & Southw'n (C.B. & Q.):						
Cheraw and Darlington:							1st Mortgage for \$10,000 per mile	700,000	8	Feb. & Aug.	New York.	1901	100
1st Mortgage dated Jan. 1, 1871.	141,000	8	April & Oct.	Charleston.	1888	100	Chicago, Rock Island and Pacific:						
2d Mortgage dated Jan. 1, 1869.	75,000	7	Jan. & July.	"	1888	100	1st Mortgage skg. fund.....	9,000,000	7	Jan. & July.	New York.	1896	110
Cherry Valley, Sharon and Alb.:							Branch Bonds Sinking Fund....	1,000,000	6	Feb. & Aug.	"	1895	104
1st Mort. con. guar. by A. & S. Co.	300,000	7	June & Dec.	New York.	1890	100	New Mort. bonds for \$12,500,000	.....	6	Jan. & July.	"	1917	100
Chesapeake and Ohio:							Chl. & Southw'es'n (C.R. & Pac.):						
1st M. (gold) skg. fd for \$15,000,000	15,000,000	6	May & Nov.	New York.	1899	22	1st Mort. gold, tax free, guar....	5,000,000	7	May & Nov.	New York.	1889	100
1st Mort. Extension (con. or reg)	5,426,900	7	Jan. & July.	"	1902	100	1st Mortgage gold (Atchison Br.)	1,000,000	7	June & Dec.	"	1901	100
1st Mort. (Va. Cen.) guar. by Va.	100,000	6	"	"	1880	100	Chicago and Superior:						
2d Mort. (") coupon.....	902,000	6	"	"	1884	100	1st Mortgage (Mad. & Portage) g'd	600,000	7	April & Oct.	New York.	1900	100
Income (") coupon.....	300,000	8	"	"	1876	100	Chillicothe and Brunswick:						
Funded Interest, coupon.....	160,500	8	"	"	1877	100	1st Mort., guar. by St. L., K.C. & N.	500,000	8	Jan. & July.	New York.	1894	100
Cheshire:							Cincinnati, and Baltimore:						
Coupon bonds (no Mort.).....	913,700	6	Jan. & July.	Boston.	1877-78	98	1st Mort., guar. by B. & O. & M. & C.	322,000	7	Jan. & July.	Baltimore.	1900	100
Chester Creek (Phil. & Balt. Cent.):							Cincinnati, Hamilton and Dayton:						
1st Mort., guar. by P.W. & B.	185,000	6	Jan. & July.	Philadelphia.	1903	100	1st Mortgage of 1863.....	1,250,000	7	May & Nov.	New York.	1880	100
Chester and Tamarac:							2d Mortgage of 1865.....	500,000	7	Jan. & July.	"	1885	100
1st Mortgage.....	660,000	7	May & Nov.	New York.	1901	100	3d Mortgage of 1867.....	500,000	8	June & Dec.	"	1877	100
Chicago and Alton:							Consol. S. F. M. for \$3,000,000....	.....	7	April & Oct.	"	1905	100
1st Mortgage, pref. sinking fund.	28,000	7	May & Nov.	New York.	1877	107	Cincinnati, Ham. & Ind. (C.H. & D.):						
1st Mortgage.....	2,400,000	7	Jan. & July.	"	1893	118	1st Mort., guar. for \$2,500,000....	1,846,000	7	Jan. and July.	New York.	1903	102
2d Mortgage Income.....	1,100,000	7	April & Oct.	"	1883	106	Cincinnati, Lafayette and Chi.:						
Consol. Bonds (\$200 atg. each).	4,379,850	6	Jan. & July.	London.	1903	100	1st Mortgage.....	1,120,000	7	March & Sept.	New York.	1901	84
1st Mort. (St. L. & C.) assumed	564,000	7	April & Oct.	New York.	1894	104	Consolidated Mortgage.....	471,000	7	June & Dec.	"	1914	100
2d Mort. (")	188,000	7	Jan. & July.	"	1893	100	Cincinnati and Martinsville:						
1st Mort. (Louisiana and Mo.)...	4,300,000	7	Feb. & Aug.	"	1900	88	1st Mort., guar. by I. C. & La. F.	400,000	7	Feb. & Aug.	New York.	1905	100
Chicago, Burlington and Quincy:							Cincinnati & Muskingum Valley:						
Trust Mortgage skg fund.....	2,870,000	8	Jan. & July.	New York.	1883	118	1st Mortgage.....	1,500,000	7	Jan. and July.	New York.	1901	100
Trust Mortgage skg fund conv.	156,000	8	"	"	1883	100	Cincinnati, Richmond & Chicago:						
Trust Mortgage (Burl. to Peoria)	667,000	7	April & Oct.	"	1890	100	1st Mortgage guar. by C. H. & D.	560,000	7	Jan. and July.	New York.	1895	100
Loan of 1872.....	1,918,475	7	Jan. & July.	Boston.	1890	108	2d Mortgage " "	65,000					

AMERICAN RAILROAD BOND LIST.

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Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Cleveland and Pittsburg (Pa. Co.):	\$ 800,000	6	Jan. and July	New York.	1913		Detroit & Bay City (Mich. Cent.):	\$ 2,330,000	8	May and Nov.	New York.	1902	70
Construction and Equip. bonds.	1,096,000	7	" " "	" " "	1892	107 1/2	1st Mort. (\$424,000 guar.).....						
4th (now 3d) Mortgage guar.....	1,487,000	7	May & Nov.	" " "	1900	111	Detroit, Eel River and Illinois:						
Consol. sinking fund guar.....							1st Mortgage for \$22,000 p.m....	1,826,000	8	Jan. & July.	New York.	1891	...
Clev., Painesville & Ashtabula:							Detroit, Hillsdale and Indiana:						
Regist'd b'ds (ass'd by LS&MS.)	1,000,000	7	Jan. & July.	New York.	1880	105	1st Mort. \$16,000 p. m. guar.....	1,170,000	8	June & Dec.	New York.	1890	...
3d Mortgage (")	1,000,000	7	April & Oct.	" " "	1892	107 1/2	2d Mortgage, (coupon) guar.....	800,000	8	Jan. & July.	" " "	1881	...
Cleveland and Toledo:							Detroit, Lansing and Lake Mich.:						
1st Mort., a.f. (ass'd by LS&MS.)	1,595,000	7	Jan. & July.	New York.	1885	110 1/2	1st Mortgage.....	3,219,000	8	April & Oct.	Boston.	1896	...
2d Mortgage (")	849,000	7	April & Oct.	" " "	1886	107 1/2	1st Mortgage (on Branches).....	575,000	8	June & Dec.	" " "	1897	...
Colebrookdale:							2d Mortgage.....	1,359,000	8	Feb. & Aug.	" " "	1893	44 1/2
1st Mort. guar. by Ph. and Rdg.	584,700	6	June & Dec.	Philadelphia.	1898	50	1st Mort. (Ionia and Lansing)....	770,000	8	Jan. & July.	New York.	1889	...
Colorado Central (3 ft. gauge):							2d Mort. (")	51,000	8	May & Nov.	" " "	1880	...
1st Mortgage.....	225,000	8	June & Dec.	Boston.	1890	....	Detroit & Milwaukee (Gt. W. of Ca.):						
Columbus, Chicago & Ind. Cent.:							1st Mortgage, (D. & M.R.).....	2,500,000	7	May & Nov.	New York.	1875	...
1st Mortgage Consol. skg fund....	15,344,750	7	April & Oct.	New York.	1908	24	2d Mortgage (")	1,000,000	8	" " "	" " "	1875	...
2d Mortgage skg fund.....	5,582,400	7	Feb. & Aug.	" " "	1909	6	1st Funded Coup. (D. & M.R.R.)...	625,924	7	Jan. & July.	" " "	1875	...
Income convertible.....	3,893,000	7	" " "	" " "	1890	....	2d Funded Coup. (")	375,734	7	May & Nov.	" " "	1875	...
1st Mort. (Chic. and Gt. Eastern)	461,000	7	April & Oct.	" " "	'93-'96	....	1st Mort. (Det. & Pontiac R.R.)...	150,000	7	April & Oct.	" " "	1878	...
2d Mort. (")	344,400	7	Jan. & July.	" " "	1890	....	2d Mort. (")	100,000	7	Jan. & July.	" " "	1878	...
1st Mort. (Cin. and Chl. Air-L.)	194,100	7	Feb. & Aug.	" " "	1890	....	3d Mort. (")	250,000	8	Feb. & Aug.	" " "	1896	...
1st M., a.f. (")	39,650	7	May & Nov.	" " "	1896	....	Bonds of Sept. 1, 1866.....	110,000	7	March & Sept.	" " "	1886	...
1st Mort. (Col. and Ind. Cent.)	2,632,000	7	Jan. & July.	" " "	1904	....	Bonds of June 30, 1866.....	1,702,317	6 1/2	Jan. & July.	" " "	1886	...
2d Mort. (")	821,000	10	May & Nov.	" " "	1904	....	Detroit, Mon. & Tol. (L.S. & M.S.):						
1st M. (Col. & Ind.) 1st & 2d pref.	309,500	7	Jan. & July.	" " "	1883	....	1st Mortgage Aug. 1, 1866.....	924,000	7	Feb. & Aug.	New York.	1906	100
2d Mortgage (Ind. Central).....	666,500	7	" " "	" " "	1882	....	Dixon, Peoria and Hannibal:						
1st Mort. (Tol., Logansport & Bur.)	554,500	7	Feb. & Aug.	" " "	1884	....	1st Mort., guar. by C., B. and Q.	563,500	8	Jan. & July.	New York.	1889	101
Income (")	74,024	7	" " "	" " "	1905	....	Dubuque and Sioux City:						
1st Mort. (Union & Logansport)	815,000	7	April & Oct.	" " "	1905	....	1st Mortgage tax free.....	882,000	7	Jan. & July.	New York.	1883	105
Columbus, Springfield and Cin.:							Dubuque Southwestern:						
1st M. (assumed by Cin., S. & C.)	1,000,000	7	March & Sept.	New York.	1901	....	1st Mortgage.....	450,000	7	April & Oct.	New York.	1883	...
Columbus and Hocking Valley:							1st Mortgage, preferred.....	78,590	7	Jan. & July.	" " "	1883	...
1st Mortgage skg fund.....	1,500,000	7	April & Oct.	New York.	1897	....	Dunkirk, Allegheny Val. & Pittsb.:						
1st M. on Branch (& 2d on main)	200,000	7	Jan. & July.	" " "	1880	....	1st Mortgage (gold).....	1,200,000	7	June & Dec.	New York.	1900	...
General Mortgage.....	634,000	7	" " "	" " "	1892	....	Dutchess and Columbia:						
Columbus and Xenia:							1st Mortgage Jan. 1, 1868.....	1,500,000	7	Jan. & July.	New York.	1908	...
1st Mortgage, guar. by L.M.R.R.	302,000	7	March & Sept.	New York.	1890	....	East Alabama and Cincinnati:						
Connecticut and Passumpsic Riv.:							1st Mort. endorsed by Alabama.	400,000	8	Jan. & July.	.....	1890	...
New Mortgage for \$1,500,000....	1,350,000	7	April & Oct.	Boston.	1893	105	East Brandywine & Waynesboro:						
Coupon Notes.....	129,000	7	June & Dec.	" " "	1881	97 1/2	1st Mortgage guar. by Pa. R.R.:	140,000	7	Jan. & July.	Philadelphia.	1885	...
1st Mort. (Massachusetts) guar. gold	400,000	6 1/2	Jan. & July.	" " "	1889	96	East Pennsylvania (Ph. & Rdg.):						
Connecticut River:							1st Mortgage, guaranteed.....	495,900	7	March & Sept.	Philadelphia.	1888	104
1st Mortgage skg fund.....	250,000	6	March & Sept.	Boston.	1878	....	East Tennessee, Virginia & Ga.:						
Connecticut Valley:							1st Mort., skg fund for \$3,500,000	2,999,000	7	Jan. & July.	New York.	1900	91 1/2
1st Mortgage.....	1,000,000	7	Jan. & July.	New York.	1901	....	2d Mortgage.....	190,000	4	" " "	" " "	'82-'87	...
Connecticut Western:							Endorsed Bonds (East T. & Va.)	147,000	6	May & Nov.	" " "	1886	...
1st Mortgage tax free.....	3,000,000	7	Jan. & July.	N. Y. & Bost.	1900	....	Endorsed Bonds (East T. & Ga.)	92,000	6	Jan. and July.	" " "	1886	...
Connecting (Philadelphia):							Company Bonds (E.T. & Ga., old)	635,000	6	" " "	" " "	'80-'85	...
1st Mort. ABCD & E \$200,000 each	991,000	6	March & Sept.	Philadelphia.	1,234.	101 1/2	Company Bonds (" new)	135,400	6	" " "	" " "	1876	...
Cooperstown and Susq. Valley:							Eastern (Mass.):						
1st Mortgage.....	100,000	7	March & Sept.	New York.	1889	....	1st Mort. (Essex R.R.) assumed.	194,400	6	March & Sept.	Boston.	1896	...
Cowanesque Valley:							Loan of 1867.....	.....	7	" " "	" " "	1887	...
1st Mortgage, gold.....	95,000	7	Jan. & July.	New York.	1902	....	Loan of 1868.....	.....	6	" " "	" " "	'88-'89	...
2d Mortgage.....	190,000	7	May & Nov.	" " "	1882	....	Loan of 1869.....	.....	6	May & Nov.	" " "	1889	...
Cumberl'd & Penn. (Consol. Coal):							Ten year coupon notes.....	.....	7	" " "	" " "	1882	...
1st Mortgage.....	803,500	6	March & Sept.	New York.	1891	....	Ten year coupon notes.....	.....	7	" " "	" " "	'83-'84	...
2d Mortgage, sinking fund.....	648,000	6	May & Nov.	" " "	1888	....	Sinking Fund Bonds.....	.....	7	May & Nov.	" " "	1884	...
Cumberland Valley:							Sterling Sinking Fd. Bonds.....	3,049,200	6 1/2	March & Sept.	London.	1893	...
1st Mortgage.....	161,000	8	April & Oct.	Philadelphia.	1904	....	Certif. of Indebt. Sept. 1, 1876..	11,796,000	3 1/2	" " "	Boston.	1906	52 1/2
2d Mortgage.....	109,500	8	" " "	" " "	1908	....	Eastern Shore (Md.):						
Plain bonds.....	81,800	6	" " "	" " "	1884	....	1st Mortgage.....	400,000	6	Jan. & July.	Philadelphia.	1880	...
Danbury and Norwalk:							2d Mortgage.....	200,000	6	April & Oct.	" " "	1886	...
Mortgage Bonds of 1860.....	100,000	7	Jan. & July.	New York.	1880	....	Elizabethtown and Paducah:						
Mortgage Bonds of 1870.....	200,000	7	" " "	" " "	1890	....	1st Mortgage, convertible.....	3,000,000	8	March & Sept.	New York.	1890	...
Mortgage Bonds of 1872.....	200,000	7	" " "	" " "	1892	....	Elmira and Williamsport (N. Cen.):						
Danv., Hazleton & Wilkesbarre:							1st Mortgage guaranteed.....	1,000,000	7	Jan. & July.	Philadelphia.	1880	101 1/2
1st Mortgage.....	1,400,000	7	April & Oct.	Philadelphia.	1887	40	Income Mortgage guaranteed.....	570,000	5	April & Oct.	" " "	2892	80
2d Mortgage.....	300,000	7	" " "	" " "	1885	....	Erie Railway:						
Danv., Urb., Bloom'gton & Pekin:							1st Mortgage, extended.....	2,483,000	7	May & Nov.	New York.	1897	112
1st Mortgage.....	2,000,000	7	April & Oct.	New York.	1909	....	2d Mortgage.....	2,174,000	7	March & Sept.	" " "	1879	105
Davenport and St. Paul:							3d Mortgage.....	4,852,000	7	" " "	" " "	1883	105
1st Mort. gold skg fd \$20,000 p.m.	3,000,000	7	April & Oct.	New York.	1911	....	4th Mortgage convertible.....	2,937,000	7	April & Oct.	" " "	1880	103 1/2
Dayton and Michigan (O.H. & D.):							5th Mortgage convertible.....	709,500	7	June and Dec.	" " "	1888	100 1/2
1st Mortgage sinking fund guar.	1,855,000	7	Jan. & July.	New York.	1881	....	Buffalo Branch, 1st mortgage....	182,800	7	Jan. & July.	" " "	1891	...
2d Mortgage, guar.....	441,000	7	March & Sept.	" " "	1884	....	Sterling loan (\$1,900,000) conv.	4,457,714	6 1/2	March & Sept.	London.	1875	...
3d Mortgage, guar.....	356,000	7	April & Oct.	" " "	1888	....	1st Consol. Mort. for \$30,000,000.	12,076,000	7	" " "	N.Y. & London.	1920	...
Toledo Depot bonds guar.....	105,500	7	March & Sept.	" " "	'86-'94	....	2d Consol. Mort. for \$40,000,000.	14,400,000	7	June and Dec.	London.	1894	...
Dayton and Union:							Convertible bonds.....	10,000,000	7 1/2	J. A. J. and O.	London.	1903	...
1st Mortgage, registered.....	140,000	7	March & Sept.	New York.	1879	....	Erie and Pittsburg (Penn.):						
2d Mortgage.....	135,000	7	June & Dec.	" " "	1879	....	1st Mortgage.....	292,200	7	Jan. & July.	New York.	1882	...
Income Bonds.....	262,445	6	" " "	" " "	1879	....	2d Mortgage.....	92,800	7	April & Oct.	" " "	1890	...
Dayton and Western (L. M. R.R.):							Consolidated Mortgage.....	2,192,000	7	Jan. & July.	" " "	1898	...
1st Mortgage (assumed).....	142,000	7	March & Sept.	New York.	1881	....	Equipment Mortgage.....	750,000	7	April & Oct.	" " "	1890	...
1st Mortgage (")	495,000	6 1/2	Jan. & July.	" " "	1905	....	European & N. American (Me.):						
Decatur, Sullivan and Mattoon:							Bangor City Bonds (1st m. 55 m.)	1,000,000	6 1/2	Jan. & July.	N.Y. & Lond.	1894	...
1st Mortgage.....	500,000	8	March & Sept.	New York.	1901								

AMERICAN RAILROAD BOND LIST.

An Asterisk (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Florida:							Huntingdon and Broad Top Mt.:						
1st Mortgage conv. gold.....	2,300,000	7*	Jan. & July.	N. Y. & Lond.	1889	....	1st Mortgage gold.....	416,000	7*	April & Oct.	Philadelphia	1890	107
Flushing, North Shore and Cent.:							2d Mortgage.....	267,500	7*	Feb. & Aug.	"	1895	106
1st Mort. (Flushing and N. Side.)	800,000	7	May & Nov.	New York.	1889	....	Consolidated Mortgage.....	1,383,000	7	April & Oct.	"	1895	53
2d Mort. (")	400,000	7	"	"	1900	....	Illinois Central:						
1st Mort. (Central of L. I.).....	1,000,000	7	Mar. & Sept.	"	1902	....	Redemption bonds, currency....	2,500,000	6	April & Oct.	New York.	1890	....
1st Mort. (Cent. R. R. Exten.)..	200,000	7	May and Nov.	"	1903	....	General Mortgage for \$15,000,000	2,500,000	6*	"	London.	1895	....
1st Mort. (North Shore).....	149,000	7	Feb. & Aug.	"	1885	....	Sterling Bonds, Sinking Fund..	4,598,000	5*	"	"	1903	....
1st Mort. (Whitestone & W.)..	95,000	7	Jan. & July.	"	1893	....	Illinois Grand Trunk (C. B. & Q.)						
1st Mort. (N. Y. & Flushing)...	25,000	7	Mar. & Sept.	"	1880	....	1st Mortgage, guaranteed.....	900,500	8	April & Oct.	Boston.	1890	109
Fonda, Johnston & Gloversville:							Indiana and Illinois Central:						
1st Mortgage.....	300,000	7	Jan. & July.	New York.	1890	....	1st Mortgage gold.....	3,500,000	7*	Jan. & July.	New York.	1901	....
Fort Wayne, Jackson & Saginaw:							Indiana North and South:						
1st Mortgage, traffic guarantee...	1,500,000	8	Jan. & July.	New York.	1889	....	1st Mort. (Nor. Div.) \$22,000 p.m.	1,700,000	7*	March & Sept.	New York.	1903	....
2d Mortgage (Equipment).....	500,000	8	April & Oct.	"	1881	....	Indianapolis, Blooming. & West:						
Fort Wayne, Muncie & Cin.:							1st Mortgage gold.....	5,000,000	7*	April & Oct.	New York.	1909	22
1st Mortgage.....	1,800,000	7*	April & Oct.	Boston.	1899	....	1st Mortgage Extension gold...	5,570,000	7*	Jan. & July.	"	1912	....
2d Mortgage.....	500,000	8	"	"	1896	....	2d Mortgage.....	1,500,000	8	"	"	1890	6
Framingham and Lowell:							Indianapolis and Madison:						
1st Mortgage.....	500,000	7	April & Oct.	Boston.	1890	90	1st Mort. assumed by J. M. & I.	397,000	7	May & Nov.	New York.	1881	....
2d Mortgage.....	100,000	8	"	"	1883	89	Indianapolis & Vincennes:						
Frederick and Pennsylvania Line:							1st Mortgage guar. by Pa. R. R.	1,700,000	7	Feb. & Aug.	New York.	1908	....
1st Mortgage gold.....	150,000	6*	April & Oct.	Baltimore.	1901	....	2d Mortgage guar. by Pa. R. R.	1,450,000	6	May & Nov.	"	1900	....
Fremont, Elkhorn & Mo. (S.C. & P.)							International and Gt. Northern:						
1st Mortgage.....	690,000	7	April & Oct.	"	1901	....	1st Mortgage s.f. (Intern. R. R.)	3,040,000	7*	April & Oct.	New York.	1911	77
Galena & Chic. Union (C. & N. W.):							Convertible B'ds (")	1,473,000	8	Feb. & Aug.	"	1892	....
1st Mortgage.....	1,092,000	7	Feb. & Aug.	New York.	1882	107	1st Mortgage (Hous. & Gt. N. R.R.)	4,211,000	7*	Jan. & July.	"	1900	74
Galv., Harrisburg & San Antonio.							Convert. B'ds (")	1,677,000	8	Feb. & Aug.	"	1892	....
1st Mortgage.....	1,700,000	6*	Feb. & Aug.	Lond. or Bost.	1910	....	Indianapolis, Cin. and Lafayette:						
Galveston, Houston & Henderson:							1st Mortgage of 1867.....	2,800,000	7	Feb. & Aug.	New York.	1897	....
1st Mortgage.....	1,493,000	7*	Jan. & July.	New York.	1890	82	1st Mortgage of 1869.....	2,000,000	7	June & Dec.	"	1899	....
Geneva, Ithaca and Athens:							Funded Interest Bonds, coupon.	469,100	7	March & Sept.	"	'78-'83	....
1st Mortgage, s.f. fd., guar. ...	600,000	7*	Jan. and July.	New York.	1890	....	Equipment Bonds, registered....	375,000	10	"	"	1883	86
Georgia (and Banking):							1st Mort. (Ind. & Cin.) 1888.	1,600,000	7	April & Oct.	"	1888	....
Company bonds (debentures)...	530,000	7	Jan. & July.	Augusta	'75-'90	....	1st Mort. (Cin. & Indiana).....	499,000	7	June & Dec.	"	1892	....
Ullman, Clinton & Springfield:							2d Mort. (") guar.	1,497,000	7	Jan. & July.	"	'77-'82	....
1st Mortgage gold.....	2,000,000	7*	March & Sept.	N. Y. & Lond.	1900	....	Indianapolis and St. Louis:						
2d Mortgage gold.....	1,000,000	8*	Jan. & July.	"	1892	....	1st Mortgage.....	2,000,000	7	Jan. & July.	New York.	1919	....
Goshen and Deckertown (Erie):							1st Mortgage.....	2,000,000	7	March & Sept.	"	1919	....
1st Mortgage.....	246,500	7	Jan. & July.	New York.	1888	....	2d Mortgage.....	1,000,000	7	April & Oct.	"	1919	....
Grand Rapids & Indiana:							Equipment Mortgage.....	378,000	10	Jan. & July.	"	1900	81
1st Mortgage L. G. guar. gold...	4,000,000	7*	Jan. & July.	New York.	1899	85	Ionia and Lansing (D. L. & L. M.):						
1st Mort. L. G. not guar. gold...	3,224,000	7*	April & Oct.	"	1899	....	1st Mortgage traffic guar.....	770,000	8	Jan. & July.	New York.	1890	....
Grand River Valley (Mich. C.):							2d Mortgage.....	81,000	8	May & Nov.	"	1896	....
1st Mort., assumed by Lessees...	1,000,000	8	Jan. & July.	New York.	1886	94	Iowa Falls and Sioux City:						
2d Mortgage, guar. by Lessees...	500,000	8	March & Sept.	"	1879	85	1st Mortgage.....	2,960,000	7	April & Oct.	New York.	1917	53
Grand Trunk (Ca.):							Iowa Midland (C. & N. W.):						
Equipment Bonds \$500,000.....	2,500,000	6*	April & Oct.	London.	1877	....	1st Mort., \$18,000 p.m., guar....	1,350,000	8	April & Oct.	New York.	1900	94
Equip'm't Bonds No. 2 \$500,000	2,500,000	6*	Jan. & July.	"	1920	....	Ironton (Penn.):						
Postal & Military B'ds \$1,200,000	6,000,000	6*	Feb. & Aug.	"	Perp.	....	1st Mortgage.....	100,000	7	May & Nov.	Philadelphia.	1875	....
1st Preference Bonds \$3,218,149	16,090,745	5*	Jan. & July.	"	Irred.	....	1st Mortgage gold, s.f. fund....	600,000	7*	Jan. & July.	New York.	1890	110
2d Preference Bonds \$2,327,808	11,639,040	4*	"	"	"	....	Jackson, Lansing & Saginaw (MO):						
3d Preference Bonds \$7,163,910	35,819,550	4*	"	"	"	....	1st Mortgage guar.....	1,317,000	8	Jan. & July.	New York.	1885	90
Provincial Debentures \$2,111,500	15,587,500	....	....	Ottawa.	....	....	1st Mort. (Northern Ext.) guar.	810,000	8	May & Nov.	"	1890	....
Great Western of Canada:							2d Mortgage guar.....	158,000	8	March & Sept.	"	1878	....
Mortgage Bonds \$127,000.....	635,000	6	Jan. & July.	London.	1876	....	Consolidated Mortgage (236 m.)	1,968,000	8	"	"	1891	51
Mortgage Bonds \$547,000.....	2,735,000	5*	April & Oct.	"	'77-'78	....	Jacksonville, North West & S. East:						
New Bonds \$1,000,000.....	5,000,000	6	June & Dec.	"	1890	....	1st Mortgage.....	610,000	7*	Jan. & July.	New York.	1902	....
Debenture Bonds \$1,743,100...	8,715,800	5	Jan. & July.	"	Perp.	....	Jacksonville, Pensac. and Mobile:						
Great Western Railway of 1869:							1st Mortgage.....	472,000	7	Jan. & July.	New York.	1880	....
1st Mort., ass'd by T. W. & W.	2,500,000	7	Feb. & Aug.	New York.	1888	103	2d Mortgage.....	3,000,000	8	"	"	1899	....
2d Mort. " " " " " "	2,500,000	7	May & Nov.	"	1893	66	James't'n & Frank. (L.S. & M. So.):						
Green Bay and Minnesota:							1st Mortgage guaranteed.....	433,000	7	Jan. & July.	New York.	1897	....
1st Mortgage.....	2,400,000	7*	Feb. & Aug.	"	1900	....	2d Mortgage guaranteed.....	500,000	7	June & Dec.	"	1894	....
Greenville and Columbia:							Jefferson (Erie):						
1st Mortgage guar. by S. Car....	1,426,546	7	Jan. & July.	Columbia.	'81-'86	....	1st Mort. (Hawley Section)....	204,000	7	Jan. & July.	New York.	1887	80
1st Mortgage not guaranteed...	376,768	7	"	"	'81-'86	....	2d Mort. (") " " " "	84,000	7	"	"	1889	....
Greenwich and Johnsonville:							1st Mort. (Carbondale Section):	2,000,000	7	"	"	1889	....
1st Mortgage.....	185,000	7	May & Nov.	New York.	1880	....	Jeffersonville, Madison & Indian:						
Gulf, Western Texas and Pacific:							1st Mortgage consol.....	2,474,000	7	April & Oct.	New York.	1906	....
1st Mortgage (Construction)...	1,386,000	7*	Jan. & July.	"	1902	....	2d Mortgage consol.....	2,000,000	7	Jan. & July.	"	1910	....
Hannibal and Naples (T. W. & W.):							1st Mortgage (Ind. & Mad.) guar.	397,000	7	May & Nov.	"	1881	....
1st Mortgage.....	675,000	7	May & Nov.	New York.	1898	33	Jersey City and Albany:						
2d Mortgage.....	225,000	7	Jan. & July.	"	1890	....	1st Mortgage.....	250,000	7*	Jan. & July.	New York.	1913	....
Hannibal & Cent. Mo. (T. W. & W.)							1st Mortgage (Ridgely Park).	300,000	7	May & Nov.	"	1912	....
1st Mortgage, tax free.....	1,000,000	7	May & Nov.	New York.	1890	80	Joliet and Chicago (C. & Alton):						
2d Mortgage.....	250,000	7	"	"	1892	75	1st Mortgage s.f. fund guar....	336,000	8	Jan. & July.	New York.	1882	108
Hannibal and St. Joseph:							Junction, Philadelphia:						
Missouri State Loan.....	1,500,000	6	Jan. & July.	New York.	'77-'94	108	1st Mortgage, guaranteed.....	500,000	6	Jan. & July.	Philadelphia.	1882	101
Missouri State Loan.....	1,500,000	6	"	"	'87-'88	108	2d Mortgage not guaranteed...	300,000	6	April & Oct.	"	1900	102
Fifteen years' bonds (277 m.)...	3,798,000	8	March & Sept.	"	1885	82	Junction and Breakwater:						
1st Mort. (Q. & Palm. R.R. 15 m.)	600,000	8	Feb. & Aug.	"	1892	....	1st Mort. guar. by Delaware....	352,000	6	Jan. & July.	New York.	1890	....
1st Mort. (K. City & Cam. R.R. 55 m.)	1,200,000	10	Jan. & July.	"	1886	90	Kalamazoo, Allegan & Gr. Rapids:						
General Land Mortgage (277 m.)	642,000	7	April & Oct.	"	1888	106	1st Mort. assumed by L.S. & M. So.	840,000	8	Jan. & July.	New York.	1888	95
Marion Extension:							Kalamazoo and Schoolcraft:						
1st Mortgage.....	4,000,000	7	Jan. & July.	New York.	1890	....	1st Mort. assumed by L.S. & M. S.	100,000	8	Jan. & July.	New York.	1887	....
Harrisburg & Lancaster:							Kalamazoo, & S. Haven (M. Cen.):						
1st Mortgage, guar. by Pa.													

AMERICAN RAILROAD BOND LIST.

An Asterisk (*) fixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Kansas Pacific:							Louisville, Cincin. and Lexington:						
1st Mort. (1st Div. 140 m.) gold.....	2,240,000	6*	Feb. & Aug.	N. Y. & St. Lo.	1895	....	Bonds to State of Kentucky.....	74,519	6	Jan. & July.	New York.	Perp.	....
1st Mort. (2d Div. 253.94 m.) gold.....	4,083,000	6*	June & Dec.	"	1896	....	1st Mortgage for Cincinnati Br.....	3,000,000	7	"	"	1897	....
1st M. (3d Div. 244.66m. & 3,000,000a.)	6,411,000	7*	May & Nov.	N. Y. L. & F.	1899	....	2d Mortgage for \$1,000,000.....	878,000	8	April & Oct.	"	1900	....
1st Mort. (1,000,000 acres) gold.....	187,000	7*	March & Sept.	N. Y. & St. Lo.	'71-'76	....	Louisville Loan.....	100,000	6	Jan. & July.	"	1881	....
2d Mort. (") gold.....	1,722,250	7*	Jan. & July.	N. Y. L. & F.	1880	....	1st Mort. (Louisville & Frankl't)	39,000	6	"	"	'73-'78	....
1st Mort. (") gold.....	1,500,000	7*	March & Sept.	"	1886	....	1st Mort. (Louis., Cln. and Lex.)	21,000	8	April & Oct.	"	1902	....
1st Mort. (Leavenworth Branch)	600,000	7	May & Nov.	N. Y. & St. Lo.	1896	....	1st Mortgage (Shelby R. R.).....	88,500	8	June & Dec.	"	1881	....
2d Mortgage (Gov't Subsidy).....	6,303,000	6	Jan. & July.	U. S. Treas.	'95-'97	....	Louisville and Nashville:						
3d Mortgage (Income).....	4,276,350	7	March & Sept.	N. Y. L. & F.	1916	....	Ten Year Mortgage Gold bonds	2,000,000	7*	May & Nov.	New York.	1883	....
Kent County (Del.)							Mort. main office lot & building	80,000	7	"	Louisville.	1893	....
1st Mortgage for \$600,000.....	400,000	6	Jan. & July.	Philadelphia.	1880	....	1st Mort. (Leb. Br. Ext. 73.2m.)	88,000	7	"	"	'80-'85	....
Kentucky Central:							1st Mort. (Memphis and Ohio)	3,500,000	7	June & Dec.	New York.	1901	....
2d Mort. (Cov'gton & Lexington)	844,000	7	March & Sept.	New York.	1883	....	1st Mort. (Memp. & Clarksv. Br.)	2,369,710	6*	Feb. & Aug.	"	1902	....
3d Mortgage.....	237,000	7	June & Dec.	"	1885	....	Consol. M. for \$5,000,000 (392 m.)	7,109,000	7	April & Oct.	"	1896	02
Keokuk and Des Moines:							Louisville Loan.....	849,000	6	"	"	'86-'87	....
1st Mortgage.....	1,947,000	7	April & Oct.	New York.	1904	....	Louisville Loan (Lebanon Br.)	225,000	6	May & Nov.	"	1886	....
Funded Interest.....	254,300	8	"	"	1884	....	Louisv. Loan (Leb. Br. Exten.)	333,000	6	April & Oct.	Louisville.	1893	99
Keokuk and St. Paul (C.B. & Q.):							Louisv., N. Al. & St. Lo. Air-Line:						
1st Mortgage traffic guar.....	313,000	8	April & Oct.	Boston.	1879	101	1st Mortgage gold, \$25,000 p. m.	2,875,000	7*	Jan. & July.	New York.	1892	....
La Crosse, Trolepeau & Prescott:							Macon and Augusta:						
1st Mort. assumed by C. & N. W.	1,000,000	10	April & Oct.	New York.	1877	....	1st Mortgage end. by Ga. R. R.	300,000	7	Jan. & July.	New York.	1877	....
Laf. Blooming. & Miss. (T.W. & W.):							1st Mortgage not endorsed.....	100,000	7	"	"	1887	....
1st Mortgage gold guar.....	1,300,000	7*	Feb. & Aug.	New York.	1891	70	Construct. Mort. end. by Ga. R.R.	370,000	7	"	"	1879	....
Laf. Muncie & Bloom. (T.W. & W.):							Macon and Brunswick:						
1st Mortgage gold guar.....	1,500,000	7*	Feb. & Aug.	New York.	1901	40	1st Mort. endorsed by Ga.....	1,900,000	7	Jan. & July.	New York.	1887	....
Lake Erie and Louisville:							1st Mort.	600,000	7	May & Nov.	"	1905	....
1st Mortgage.....	1,092,000	7	April & Oct.	New York.	1892	....	2d Mortgage.....	1,100,000	7	April & Oct.	"	1889	....
2d Mortgage.....	590,000	7	Jan. & July.	"	1903	....	Equipment Mortgage.....	150,000	7	"	"	1879	....
Lake Ontario Shore:							Madison and Portage:						
1st Mortgage (\$20,000 pr. m.)....	1,438,200	7*	Jan. & July.	New York.	1897	....	1st Mort., guar. by Chl. and Sup.	600,000	7*	April & Oct.	New York.	1890	....
Lake Shore & Michigan South'n:							Maine Central:						
Sinking Fund Mortgage.....	1,146,000	7	April & Oct.	New York.	1879	....	Consolidated Mortgage.....	1,680,500	6	April & Oct.	Boston.	1912	95
Consol. Mort., S.F., Reg'd'd.....	8,680,000	7	J. A. J. & O.	"	1900	108	\$1,100,000 Loan, tax free.....	756,800	6	Jan. & July.	"	1898	91
Consol. Mort., S.F., Coupon.....	9,105,000	7	Jan. & July.	"	1900	109	Extension (gold) Loan.....	496,500	6	April & Oct.	"	1900	....
2d Consol. Mort. for \$25,000,000	9,105,000	7	June & Dec.	"	1903	95	1st Mort. (Belfast & Moosehead)	150,000	7*	May & Nov.	Belfast & Bost.	1890	....
Bonds of 1882 (Reg. & Coupon)	8,395,000	7	April & Oct.	"	1882	....	\$1,100,000 (A. & Ken.) Loan.....	1,100,000	6	Jan. and July.	Boston.	'90-'91	98
Lake Shore Dividend Bonds.....	1,442,000	7	"	"	1899	107	1st Mortgage (Portland & Ken.)	217,300	6	April & Oct.	Augusta.	1885	....
Reg. Mort. (Clev., Pain. & Ash.)	1,000,000	7	Jan. & July.	"	1880	....	Consol. (Port. & Kennebec) Loan	1,166,700	8	"	Boston.	1895	....
2d Mort. (")	1,000,000	7	April & Oct.	"	1892	....	2d Mort. (Somerset & Kennebec)	260,000	6	June & Dec.	"	1876	....
1st Mort. (Mich. So. & Nor. Ind.)	5,256,000	7	May & Nov.	"	1885	....	1st Mort. (Leeds & Farm'gton)	633,000	6	Jan. & July.	"	1901	....
2d Mort. (")	2,882,306	7	"	"	1877	....	Bath (Androscoggin) Loan.....	425,000	6	"	"	1891	....
1st Mort. (Cleveland & Toledo)	1,595,000	7	Jan. & July.	"	1885	....	Mansfield & Framing. (B.C. & F.):						
2d Mort. (")	849,000	7	April & Oct.	"	1886	....	1st Mortgage, guaranteed.....	300,000	7	Jan. & July.	Boston.	1880	95
Mort. Bonds (Buffalo and Erie)	200,000	7	Jan. & July.	"	1882	....	Marietta and Cincinnati:						
Mort. Bonds (")	300,000	7	March & Sept.	"	1886	....	1st Mortgage, Sterling.....	1,050,000	7*	Feb. & Aug.	London.	1891	....
Mort. Bonds (")	2,850,000	7	April & Oct.	"	1898	....	1st Mortgage Dollar.....	2,450,000	7	"	Baltimore.	1891	104
1st M. (Det'r't, Monroe & Toledo)	924,000	7	Feb. & Aug.	"	1906	....	2d Mortgage Dollar.....	2,500,000	7	May & Nov.	"	1896	69
1st M. (Kalam. & White Pigeon)	400,000	7	Jan. & July.	"	1890	....	3d Mortgage Dollar.....	3,000,000	8	Jan. & July.	"	1900	35
1st M. (School. & Three Rivers)	100,000	8	"	"	1887	....	4th Mortgage.....	2,004,000	8	April & Oct.	"	1908	....
1st M. (Kalamaz. & Schoolcraft)	100,000	8	"	"	1887	....	1st Mort. (Scioto & Hoek. Val.)	300,000	7	May & Nov.	"	1888	....
1st M. (Kal. Allegan & Gr. Rap.)	840,000	8	"	"	1888	....	Marietta, Pittsburg & Cleveland:						
1st M. (Jamestown & Franklin)	433,000	7	"	"	var	....	1st Mortgage gold.....	1,500,000	7*	Feb. & Aug.	New York.	1895	....
2d M. (")	500,000	7	June & Dec.	"	1894	....	Marquette, Houghton & Ontonagon:						
Lake Shore & Tuscarawas Valley:							1st Mortgage (Marq. & Ont.).....	1,780,000	8	Jun. & Dec.	New York.	1892	89
1st Mortgage gold.....	2,000,000	7*	April & Oct.	Cleveland, O.	1901	....	1st Mort. (Houghton and Ont.)	2,000,000	8	Jan. & July.	"	1892	....
2d Mortgage, for \$1,000,000.....	698,000	7	"	"	1892	....	Consolidated Mortgage.....	1,454,000	8-10	Various	"	'92-'03	....
Ellyria and Black Riv. b'ds ass'd	180,000	7	May & Nov.	"	1892	....	Massachusetts Valley (C. & P. R.):						
Lake Superior & Mississippi:							1st Mortgage guaranteed.....	400,000	6*	Jan. & July.	Boston.	1889	90
1st Mort. skg fund gold tax free	4,500,000	7*	Jan. & July.	N.Y.-Bost.-Ph.	1896	204	Maryland and Delaware:						
2d Mort. gold tax free and conv.	8,200,000	7*	April & Oct.	"	1900	....	1st Mortgage.....	850,000	6	May & Nov.	Boston.	1885	20
Income Bonds.....	3,200,000	10	"	"	1902	....	2d Mortgage.....	150,000	6	June & Dec.	"	1889	....
Lawrence (P. Ft. W. & Chl.):							Massillon & Clev. (C.M. V. & D.):						
1st Mortgage, guaranteed.....	355,000	7	Feb. & Aug.	New York.	1895	....	1st Mortgage guaranteed, gold..	100,000	7*	Jan. & July.	New York.	1890	....
Leavenworth, Atch. & N. West'n:							Mayville and Lexington:						
1st Mort. guar. by Pac. of Mo.....	500,000	7	April & Oct.	New York.	1899	....	1st Mortgage.....	500,000	7*	Jan. & July.	New York.	1890	....
Leavenworth, Lawrence & Galveston:							Memphis and Charleston:						
1st Mort. skg fund conv. gold.....	5,000,000	10	Jan. & July.	N. Y. & Bost.	1899	214	1st Mortgage, Convertible.....	1,283,000	7	March & Sept.	New York.	1880	....
1st Mort. (K. O. & San. Fe) guar.	720,000	10	May & Nov.	Boston.	1890	....	2d Mortgage.....	1,000,000	7	Jan. & July.	"	1885	....
1st Mort. (Southern Kan.) guar.	160,000	8	June & Dec.	"	1891	....	Tennessee State Loan.....	1,514,142	6	"	"	....	....
Lehigh and Lackawanna:							Income Bonds.....	600,000	10	March & Sept.	"	'73-'78	....
1st Mortgage tax free.....	300,000	7	Feb. & Aug.	Philadelphia.	1897	....	Memphis and Little Rock:						
Lehigh Valley:							1st Mortgage (Land Grant).....	1,300,000	8	May & Nov.	New York.	1890	....
1st Mortgage (new loan).....	5,000,000	6	June & Dec.	Philadelphia.	1898	107	2d Mortgage.....	1,000,000	8	"	"	....	....
1st Mortgage (") reg'd.....	5,000,000	6	"	"	1898	107	Nichigan Air Line (Mich. Cent.):						
2d Mortgage for \$6,000,000.....	6,000,000	7	March & Sept.	"	1910	109	1st Mort. (South Bend Div.) ass'd	200,000	8	May and Nov.	New York.	1890	....
General Mort. for \$40,000,000.....	5,000,000	6*	June & Dec.	"	1923	90	Michigan Central:						
General Mort., registered.....	5,000,000	6*	"	"	1922	89	1st Mortgage, convertible.....	556,000	8	April & Oct.	Boston.	1882	....
Lewish, Centre & Spruce C. (P. & E.):							1st Mortgage sinking fund conv.	1,508,000	8	"	"	1882	112
1st Mortgage.....	1,545,000	7	May & Nov.	Philadelphia.	1902	....	Consol. Mortgage for \$10,000,000	8,000,000	7	May & Nov.	New York.	1902	100
Lexington & St. Louis (A. & P.):							1st Mort. (Mich. Air Line) ass'd	1,900,000	8	Jan. & July.	"	1890	81
1st Mortgage gold.....	900,000	6*	June &										

AMERICAN RAILROAD BOND LIST.

An Asterisk (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Minneapolis & St. L. (Nor. Pacifc)	\$ 700,000	7*	Jan. & July.	New York.	1911	....	N.O., Jack. & Gt. N. (N.O. St. L. & C.)	\$ 3,000,000	8	Jan. & July.	New York.	1886	....
1st Mortgage gold, guaranteed.	20,000,000	7*	Jan. & July.	Detroit.	1890	....	1st Mortgage	1,500,000	8	April & Oct.	"	1890	....
Minnesota and North Western:							2d Mortgage for \$3,000,000	3,000,000	7*	Jan. & July.	"	1912	....
1st Mort. gold, skg fd & tax free	1,012,500	7	May & Nov.	New York.	'74-'84	....	Consol. Mort. for \$3,000,000	4,000,000	7*	Jan. & July.	N.Y. & Lond.	1915	....
Mississippi Cent. (N.O. St. L. & Chi.)	2,000,000	8	Feb. & Aug.	"	1880	....	New Orleans, Mobile and Texas:						
1st Mortgage	3,705,500	7*	May & Nov.	"	1912	....	1st Mort. (Mobile to N. Orleans)	7,250,000	8	"	New York.	1915	....
2d Mortgage							1st Mort. (N. Orleans to Texas)	2,825,000	8	"	"	1915	....
General Mort. for \$8,000,000 gold	2,040,000	7*	Jan. & July.		1900	....	2d Mort. endorsed by Louisiana	6,617,500	7*	Feb. & Aug.	N.Y. or Lond.	1903	....
Mississippi, Onachita & Red Riv.							New York, Boston and Montreal:						
1st Mortgage gold	600,000	7	April & Oct.	Memphis.	1876	....	1st Mortgage for \$12,250,000	4,000,000	6*	May & Nov.	London.	1904	....
Mississippi and Tennessee:							New York & Canada (D. & H. C.)	6,632,900	6	May & Nov.	New York.	1883	1034
1st Mortgage	1,284,000	8	Jan. & July.	"	'81-'93	....	Debt Certificates (N. Y. Cent.)	74,500	6	May & Nov.	"	1883	....
Consolidated Mortgage	430,547						Bonds for B. & N. F. st. k.	592,000	6	"	"	1883	1014
Tennessee State Loan	800,000	7	Feb. & Aug.	New York.	1902	....	Bonds for R. R. Stocks	162,000	6	"	"	1883	1014
Mississippi Valley and Western:							Bonds for Real Estate	2,391,000	6	June & Dec.	"	1887	107
1st Mortgage \$20,000 p. m.	2,900,000	7*	June & Dec.		1910	....	Bonds of 1854 renewed	1,794,000	7	"	"	1885	1124
Missouri, Iowa and Nebraska:							2d Mort. (Hudson River) S. F.	1,950,000	7	April & Oct.	"	1891	....
1st Mortgage gold, sinking fund.	3,220,000	6*	Jan. & July.	New York.	1899	....	Bonds of 1871, tax free	18,465,000	7	Jan. & July.	"	1903	1194
1st Mort. (Tebos & Neosho) S. F.	382,000	7*	June & Dec.	"	1903	....	1st Mort., reg'd for \$30,000,000	9,733,333	6*	"	London.	1903	....
Consol. Land Grant, skg fd gold	10,418,000	7*	Feb. & Aug.	"	1904	50	New York and Harlem:						
Additional Consol. Mort.	2,500,000	7	"	"	1905	....	Consolidated Mortgage of 1863	103,000	6	Feb. & Aug.	New York.	1893	....
Further Add. Consol. Mort.	900,000	7	"	"	1906	....	Sinking Fund Mortgage of 1861	107,704	7	Jan. & July.	"	1881	....
Missouri River, Ft. Scott & Gulf:							Consol. Mort. of 1872 coupon	10,500,000	7	May & Nov.	"	1900	1174
1st Mortgage, Land Grant, S. F.	5,000,000	10	Jan. & July.	New York.	1889	634	Consol. Mort. of 1872, reg'd						
2d Mortgage	2,000,000	10	April & Oct.	N. Y. & Bos.	1890	....	N. York, Housatonic & Northern:						
Mobile and Girard:							1st Mortgage	249,000	7*	April & Oct.	New York.	1902	....
1st Mortgage	377,500	7	Jan. & July.	Savannah.	1876	....	New York, Kingston & Syracuse:						
2d Mortgage	300,000	8	"	"	1889	....	1st Mort. for \$4,000,000	2,500,000	7*	Jan. & July.	New York.	1902	....
Plain bonds	33,500	8	"	"	1887	....	New York, N. Haven & Hartford:						
Mobile and Montgomery:							1st Mort. (Harlem & Portchester)	2,000,000	7	"	New York.	1903	....
1st Mort. endor. by State of Ala.	2,434,000	8*	May & Nov.	New York.	1900	....	New York and New England:						
2d Mortgage	800,000	8	"	"	1900	....	1st mortgage, old	923,000	7	March & Sept.	Boston.	1884	....
Mobile and Ohio:							1st mortgage, new	343,000	7	Jan. & July.	"	1905	....
1st Mortgage Sterling	5,086,000	6*	May & Nov.	Mob. & Lond.	1883	....	New York and Oswego Midland:						
Interest bonds	1,524,300	8*	"	"	'76-'83	....	1st Mortgage gold, tax free	8,000,000	7*	Jan. & July.	New York.	1894	....
Sterling Interest bonds	769,920	6*	"	"	1883	....	2d Mortgage convertible	2,500,000	7	May & Nov.	"	1895	....
Tennessee Substitution Bonds	1,688,000	7*	Jan. & July.	N.Y. & Lond.	1901	....	2d Mortgage non-convertible	1,500,000	7	"	"	1896	....
Special Mort. (Gainesville Br.)	53,000	8	May & Nov.	Mobile.	1877	....	3d Mort., Equipment	3,800,000	7	"	"	....	....
2d Mortgage	1,463,588	7*	March	"	1877	....	1st Mort. (West. Extension)	2,425,000	7	"	"	....	....
Consol. Mort. for \$15,000,000	977,530	8	Jan. & July.	N.Y. & Lond.	1904	....	Consolidated Mortgage	1,200,000	7	"	"	....	....
Convertible 5 per cent. bonds							New York, Providence & Boston:						
Montclair (N. Y. and O. Mid.)							1st Mortgage	76,000	6	Feb. & Aug.	New York.	1878	....
1st Mortgage gold, guar.	1,800,000	7*	March & Sept.	New York.	....	....	Extension Bonds	250,000	6	May & Nov.	"	'78-'81	....
2d Mortgage	780,000	7	"	"	....	....	General Mort. for \$1,000,000	837,000	7	Jan. & July.	"	1899	....
Income Mortgage	898,400	7	"	"	....	....	Norfolk & Petersburg (A.M. & O.):						
Montgomery and Erie (Erie):							1st Mortgage	306,000	8	Jan. & July.	New York.	1877	86
1st Mortgage	127,900	7	May & Nov.	New York.	1888	....	1st Mortgage	157,000	7	"	"	1877	84
2d	47,000	7	April & Oct.	"	1887	....	2d Mortgage	454,000	8	"	Norfolk.	1893	70
Montgomery and Eufrata:							North Carolina:						
1st Mortgage end. by Ala. gold.	1,040,000	8*	March & Sept.	New York.	1886	....	1st Mortgage	375,000	8	May & Nov.	Co's Shops, N.C.	1878	....
1st Mortgage not endorsed	330,000	8	June and Dec.	"	1900	....	North Eastern (S. Car.):						
Monticello and Fort Jervis:							1st Mortgage	820,000	8	March & Sept.	Charleston.	1899	....
1st Mortgage gold, tax free	500,000	7*	J. A. J. & O.	New York.	1890	....	2d Mortgage	232,500	8	"	"	1899	....
Morris and Essex (D. L. & W.):							North Missouri (St. L., K. C. & N.):						
1st Mortgage sinking fund, guar.	5,000,000	7	May & Nov.	New York.	1914	1154	1st Mortgage	3,000,000	7	Jan. & July.	New York.	1895	1034
2d Mortgage guar.	8,000,000	7	Feb. & Aug.	"	1891	1654	North Pennsylvania:						
Convertible bonds	384,000	7	Jan. & July.	"	1900	....	1st Mortgage	1,930,500	6	Jan. & July.	Philadelphia.	1885	408
Construction bonds	573,000	7	Feb. and Aug.	"	1889	100	2d Mortgage	1,500,000	7	May & Nov.	"	1896	108
Gen'l M. (lat on Boonton Br.) gr.	4,991,000	7	April & Oct.	"	1901	954	General Mortgage	2,035,000	7	Jan. & July.	"	1903	107
Special Mortgage	1,025,000	7	"	"	....	....	North Shore (Flush., N.S. & Cent.):						
Consol. mort. for \$25,000,000 guar	3,239,000	7	June & Dec.	"	1915	77	1st Mortgage	135,000	7	Feb. & Aug.	New York.	1887	....
Nashville, Chattanooga & St. Louis:							Northern Central:						
1st Mort., endorsed by Tenn.	1,100,000	6	Jan. & July.	New York.	'74-'83	....	1st Mortgage, Md. State loan	1,500,000	6	J. A. J. & O.	Annapolis.	Irred.	....
2d Mort. (held by U. S. Gov.)	1,000,000	4	"	"	'81-'91	....	2d Mortgage S. F. Coupon	1,490,000	6	Jan. & July.	Baltimore.	1885	103
New Mortgage	4,700,000	7	"	"	1913	944	3d Mortgage Coupon	1,126,000	6	April & Oct.	Phila. & Balt.	1900	102
Nashville and Decatur (L. & Nash.):							Mortgage coupon	2,599,000	6*	Jan. & July.	Baltimore.	1900	974
1st Mortgage sinking fund, guar.	1,900,000	7	Jan. & July.	New York.	1900	914	Mortgage registered	205,000	6*	April & Oct.	"	1900	....
2d Mortgage gold	208,000	6*	April & Oct.	Nashville.	1887	....	Consol. General Mort. S. F.	2,925,000	6*	Jan. & July.	Lond. & Balt.	1904	....
Nashua and Lowell:							Second General mort. coupon	3,000,000	5	"	Baltimore.	1926	....
Bonds for freight depot	200,000	6*	Feb. & Aug.	Boston.	1892	102	Second General Mort. coupon	1,900,900	6	"	"	1926	....
Newark & New York (C. of N.J.):							Northern New Jersey (Erie):						
1st Mortgage guar.	600,000	7	Jan. & July.	New York.	1891	....	1st Mortgage skg fd guar.	400,000	7	Jan. & July.	Jersey City.	1878	....
Newark, Somerset & Stratfordville:							Northern Pacific:						
1st Mortgage gold	800,000	7*	May & Nov.	New York.	1889	98	1st Mort. on R.R. & lands gold	30,097,600	7.3*	Jan. & July.	New York.	1900	114
New Bedford:							Northwestern Virginia:						
1st Mort. (New Bed. & Taunton)	171,500	6	Jan. & July.	Boston	1881	984	3d Mort., assumed by B. and O.	140,000	6	Jan. & July.	Baltimore.	1885	97
New Issue for \$360,000	400,000	7	"	"	1894	105	Northwestern Union (C. & N.W.):						
New Haven and Derby:							1st Mortgage	3,500,000	7*	"	New York.	....	....
1st Mortgage	525,000	7	Various.	New Haven.	'98-'00	....	Norwich & Worcester (B.H. & E.):						
New H. Middle'n & Willman:							1st Mort. Mass. Loan, skg. fd.	400,000	6*	Jan. & July.	Boston.	1877	....
1st Mortgage (coup. & reg.)	3,000,000	7	May & Nov.	New York.	1889	....	Construction Bonds	240,000	7	"	"	1877	....
2d Mortgage	2,000,000	7	"	"	1881	....	Nyaack and Northern:						
New Haven and Northampton:							1st Mortgage	150,000	7	Jan. & July.	New York.	1890	....
1st Mortgage	1,000,000	7	Jan. & July.	N. Y. & N. H.	1899	....	Ogdensburg and Lake Champlain:						
Convertible bonds, tax free	750,000	6	April & Oct.	"	'80-'82	....	Equipment Mortgage	300,000	8	Jan. & July.	Boston.	1878	95
Holyoke and Westfield bonds	200,000	7	"	"	1891	....	Equipment Mortgage	200,000	8	"	"	1879	95
New Jersey Midland (N.Y. & O.M.):							Sinking Fund Bonds	468,000	8	March & Sept.	"	1890	95
1st Mortgage gold, guar.	3,000,000	7*	Feb. & Aug.	New York.	1895	....	Ohio and Mississippi:						
2d Mortgage	1,600,000	7	"	"	1881	....	Consolidated Mort. Bonds	3,097,000	7	Jan. & July.	New York.	1898	904
New Jersey and New York:							Consolidated S. F. Mortgage	3,475,000	7	"	"	1898	924
1st Mortgage	500,000	7*	March & Sept.	N.Y. or Lond.	1893	....	Consolidated Mort., Sterling	112,000	7*	"	London.	1898	....
New Jersey Southern:							2d Consol. Mort. & S. F. Bonds	3,864,000	7	April & Oct.	New York.	1911	464
1st Mortgage	2,000,000	7	May & Nov.	New York.	1889	214	Income and Funded Debt Bonds	174,000	7	"	New York.	1882	....
1st Mort. (Tom's River Branch)	120,000	6	April & Oct.	"	1888	....	Debt Sinking Fund Bonds	140,000	7	May & Nov.	New York.	1883	....
2d Mortgage	1,000,000	7	March & Sept.	"	1881	....	1st Mort. (Springfield Division)	1,915,000	7	May & Nov.	"	1905	....
Consol. Mort. for \$7,000,000	5,303,000	7	April & Oct.	"	1903	....	Old Colony:						
Income Mortgage	750,000	7	"	"	1881	....	Plain Bonds	1,000,000	6	March & Sept.	Boston.	1896	1034
New Jersey West Line:							Plain Bonds	32,000	5	"	"	1894	99
1st Mort. gold, for \$3,000,000	3,000,000	7	May & Nov.	New York.	1900	....	Plain Bonds	1,450,000	7	Feb. & Aug.	"	1877	1004
New London North (Gen. Vt.):							New Bonds for \$3,000,000	1,692,000	7	March & Sept.	"	1894	111
1st Mortgage	301,000	6	April & Oct.	New York.	1885	....	Cape Cod Railroad Bonds	255,500	7	Feb. and Aug.	"	1881	106
2d Mortgage	601,000	7	June and Dec.	"	1892	....						

AMERICAN RAILROAD BOND LIST.

An Asterisk (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Oil Creek (Pittsb., T. & Buffalo):	\$						Philadelphia, Wilmington & Balt.:	\$					
1st Mortgage.....	580,000	7	April & Oct.	Philadelphia.	1896	80	Mortgage Loan, convertible.....	265,000	6	Jan. & July.	Phila. & Balt.	1884	108 1/2
Omaha and Northwestern:							Loan of 1867.....	1,000,000	6	April & Oct.	" "	1887	....
1st Mort. Land Grant, Gold.....	16,000 pm	7 3/4	Jan. & July.	New York.	1901	....	Loan of 1872.....	700,000	6	" "	" "	1892	104 1/2
Omaha and Southwestern:							Loan of 1875.....	800,000	6	" "	" "	1900	....
1st Mortgage \$20,000 p. m.....	1,034,000	8	June & Dec.	Boston.	1896	97 1/2	Pickering Valley (Phila. & Rdg.):						
Orange, Alex. and Manassas—							1st Mortgage, guaranteed.....	331,800	7	April & Oct.	Philadelphia.	1900	....
See Wash. C., Va. Mid. & Gt. So.							Pittsburg, Cin. & St. Louis (Pa.):						
Oregon and California:							1st Mort. (Col. & Newark Div.).....	775,000	7	Jan. & July.	Philadelphia.	1890	....
1st Mortgage gold.....	10,950,000	7*	April & Oct.	New York.	....	....	1st Mort. (Steub. & Ind.) conv.....	3,000,000	6	Monthly.	New York.	1884	99 1/2
Ogea Valley & Southern Kansas:							Consol. Mortgage for \$10,000,000.	6,222,000	7	Feb. & Aug.	Philadelphia.	1890	73 1/2
1st Mortgage (5-20 years).....	200,000	10	Jan. & July.	New York.	1888	....	Consolidated 2d Mortgage.....	5,000,000	7	April & Oct.	" "	1913	....
Oshkosh & Miss. (C. M. & S. P.):							Pittsburg, Ft. Wayne & Chicago:						
1st Mortgage.....	240,000	8	Jan. & July.	New York.	1891	....	1st Mortgage (Series A).....	875,000	7	Jan. & July.	New York.	1912	121
Oswego and Rome (B. W. & O.):							1st Mortgage (Series B).....	875,000	7	Feb. & Aug.	" "	1912	....
1st Mortgage.....	500,000	7	May & Nov.	New York.	1916	....	1st Mortgage (Series C).....	875,000	7	March & Sept.	" "	1912	....
Income Mortgage.....	112,100	6	Feb. & Aug.	" "	1891	....	1st Mortgage (Series D).....	875,000	7	April & Oct.	" "	1912	....
Oswego and Syracuse (D. L. & W.):							1st Mortgage (Series E).....	875,000	7	May & Nov.	" "	1912	....
1st Mortgage, guaranteed.....	201,000	7	May & Nov.	New York.	1885	....	1st Mortgage (Series F).....	875,000	7	June & Dec.	" "	1912	....
Ottawa, Oswego & Fox River:							2d Mortgage (Series G).....	860,000	7	Jan. & July.	" "	1912	116
1st Mortgage guar. by C. B. & Q.	1,079,000	8	Jan. & July.	N. Y. & Bost.	1900	106	2d Mortgage (Series H).....	860,000	7	Feb. & Aug.	" "	1912	....
Owensboro* and Russellville:							2d Mortgage (Series I).....	860,000	7	March & Sept.	" "	1912	....
1st Mortgage for \$1,500,000.....	1,500,000	8	Feb. & Aug.	New York.	1892	....	2d Mortgage (Series K).....	860,000	7	April & Oct.	" "	1912	....
Pacific of Missouri:							2d Mortgage (Series L).....	860,000	7	May & Nov.	" "	1912	....
1st Mortgage gold.....	7,000,000	6*	Feb. & Aug.	New York.	1888	100 1/2	2d Mortgage (Series M).....	860,000	7	June & Dec.	" "	1912	....
2d Mortgage sinking fund.....	2,550,000	7	Jan. & July.	" "	1891	90	3d Mortgage.....	2,000,000	7	April & Oct.	" "	1913	102 1/2
3d Mortgage.....	4,000,000	7	May & Nov.	" "	....	....	Construction bonds of Jan. 1, '70	100,000	7	Jan. & July.	New York.	1887	....
St. Louis County Debt.....	700,900	7	Monthly.	St. Louis.	1885	....	Equipment bonds.....	1,000,000	8	March & Sept.	" "	1884	....
Real Estate Bonds.....	800,000	8	May & Nov.	New York.	1892	....	Pittsburg, Va. and Charleston:						
1st Mort. (Carondelet Branch).....	500,000	6*	April & Oct.	" "	1893	....	1st Mortgage.....	700,000	7	April & Oct.	New York.	1902	....
Paducah and Memphis:							Pittsburg, Wash. & Baltimore:						
1st Mortgage gold for \$2,805,000.	1,541,000	7*	Feb. & Aug.	New York.	1902	....	1st Mort. (Pittsb. & Conn. & Ind.)	4,000,000	7	Jan. & July.	Baltimore.	1898	104 1/2
Panama:							2d Mort. do. (Balt. Loan).....	5,000,000	6	May & Nov.	" "	1902	....
General Mortgage, sfg £597,800.	2,889,330	7*	April & Oct.	London.	1897	....	1st Mort. (Turtle Cr. Div. 104 m)	400,000	6	Feb. & Aug.	Pittsburg.	1889	....
Paris and Decatur:							Real Estate Mortgage.....	100,000	6	.....	Baltimore.	1883	....
1st Mortgage gold, S. F.....	1,200,000	7*	Jan. & July.	N. Y. & Lond.	1892	....	Plymouth, Kankakee & Pacific:						
Paterson and Newark (Erie):							1st Mortgage for \$3,000,000.....	20,000 pm	7*	Jan. & July.	New York.	1901	....
1st Mortgage guaranteed.....	500,000	7	Jan. & July.	New York.	1878	....	Port Huron and Lake Michigan:						
Pekin, Linc. & Decatur (T. W. & W.):							1st Mortgage gold, for \$1,800,000	1,800,000	7*	May & Nov.	New York.	1899	....
1st Mortgage, guaranteed.....	1,076,000	7	Feb. & Aug.	New York.	1900	60	Portland & Ogdensburg (Me. & N. H.):						
Pemberton & Hights (U. C. of N. J.):							1st Mort. (Maine Section) gold.....	800,000	6*	Jan. & July.	Boston.	1900	....
1st Mortgage guaranteed.....	160,000	7	Jan. & July.	Philadelphia.	1889	106	Consol. Mort. gold, for \$3,300,000	149,000	6*	May & Nov.	" "	1901	15
Peninsular (Mich.) Railway:							Portland and Ogdensburg (Vt.):						
1st Mortgage gold (S. F.) 1st series	1,800,000	7*	May & Nov.	N. Y. or Lond.	1899	....	1st Mortgage gold, for \$2,300,000	1,200,000	6*	May & Nov.	N. Y. & Bost.	1891	46
1st Mortgage gold (S. F.) 2d series	2,000,000	7*	" "	" "	1900	....	Portland and Oxford Central:						
2d Mortgage.....	640,000	7	Feb. and Aug.	New York.	1881	....	1st Mortgage of 1893.....	250,000	6	Jan. & July.	Portland.	1883	....
Pennsylvania:							Portland and Rochester:						
1st Mort. (Harrisburg to Pittsb.)	4,970,000	6	Jan. & July.	Philadelphia.	1880	106 1/2	1st Mort. (Portland Loan) sfg fd	700,000	6	Jan. & July.	Boston.	1887	....
General Mortgage.....	19,999,760	6	J. A. J. & O.	Philadelphia.	1910	107 1/2	1st Mortgage (equal lien).....	100,000	7	April & Oct.	" "	1887	....
General Mortgage, registered.....	19,999,760	6	" "	" "	1910	106 1/2	2d Mort. (Portland Loan).....	396,500	6	Mar. & Sept.	" "	1891	....
Consolidated Mortgage.....	29,250,000	6*	Jan. & July.	London.	1905	95 1/2	Port Royal (S. C.):						
State lien for \$7,500,000, sfg fd	4,795,108	5	April & Oct.	Philadelphia.	1917-90	....	1st Mortgage gold, sfg fd.....	2,000,000	7*	May & Nov.	N. Y. & Lond.	1889	....
Pennsylvania Coal:							1st Mort. gold, guar. by Ga. R. R.	500,000	7*	" "	" "	1889	....
1st Mortgage.....	487,500	7	Feb. and Aug.	New York.	1881	....	Portsmouth, Gt. Falls & Conway:						
Pennsylvania and Delaware:							1st Mort. guar. by Eastern R. R.	514,000	7	June and Dec.	Boston.	1893	61
1st Mortgage.....	1,083,000	7	Feb. & Aug.	Philadelphia.	1903	....	Poughkeepsie and Eastern:						
2d Mortgage.....	519,000	7	April & Oct.	" "	1903	....	1st Mort. gold, conv. & tax free.....	644,500	7*	Jan. & July.	New York.	1910	....
Pennsylvania & New York (L. V.):							2d Mortgage.....	78,000	7	" "	" "	....	....
1st Mortgage guaranteed.....	1,500,000	7	June & Dec.	Philadelphia.	1896	106	Providence and Worcester:						
1st Mortgage guaranteed.....	1,500,000	7	" "	" "	1906	....	1st Mortgage.....	500,000	6	Jan. & July.	Providence.	1880	....
Peoria & Bureau Val. (C. B. & P.):							Stoughton Branch bonds.....	1,000,000	6	" "	" "	....	....
1st Mortgage guaranteed.....	600,000	8	Jan. & July.	New York.	1877	....	Quincy, Alton and St. Louis:						
Peoria & Hannibal (C. B. & Q.):							1st Mortgage gold.....	1,000,000	7*	May & Nov.	Philadelphia.	1882	....
1st Mortgage, traffic guaranteed.....	277,000	8	Jan. & July.	Boston.	1878	101	Quincy and Palmyra:						
Peoria, Pekin and Jacksonville:							1st Mort. assumed by H. & St. Jo.	500,000	8	Feb. & Aug.	New York.	1892	....
1st Mortgage.....	1,000,000	7	Jan. & July.	New York.	1894	....	Quincy and Toledo (T. W. & W.):						
2d Mort. conv. & tax free.....	1,000,000	7	April & Oct.	" "	1900	....	1st Mortgage, guaranteed.....	500,000	7	May & Nov.	New York.	1890	72
Peoria and Rock Island:							Quincy & Warsaw (C. B. & Q.):						
1st Mort. gold, conv. & tax free.....	1,500,000	7*	Feb. & Aug.	N. Y. & Lond.	1900	....	1st Mortgage, guaranteed.....	725,000	8	Jan. & July.	Boston.	1890	107
2d Mortgage.....	150,000	10	Jan. & July.	New York.	1900	....	Reading and Columbia (P. & R.):						
Perkiomen (Phila. and Rdg.):							1st Mort., Coupon, guaranteed.....	650,000	7	March & Sept.	New York.	1882	97
1st Mortgage, guaranteed.....	619,000	6	April & Oct.	Philadelphia.	1897	70	2d Mort., Coupon, guaranteed.....	350,000	7	June & Dec.	Columbia.	1884	....
Petersburg:							Renascence and Saratoga:						
1st Mortgage (Installments).....	341,500	8	Jan. & July.	New York.	1919-98	84 1/2	2d Mortgage.....	300,000	7	Jan. & July.	Troy.	1890	114
2d Mortgage.....	500,000	8	" "	" "	1902	....	3d Mortgage.....	150,000	7	" "	" "	1897	....
Philadelphia and Atl. City:							1st Mort. (Saratoga & Whitehall)	400,000	7	March & Sept.	New York.	1886	....
Mortgage for \$500,000.....	350,000	7	Jan. & July.	Philadelphia.	1907	....	1st Mort. (Troy, Salem & Rutl.)	500,000	7	May and Nov.	" "	1890	....
Philadelphia and Baltimore Cent:							1st Mortgage (Glenn's Falls).....	125,000	7	Jan. & July.	" "	1894	....
1st Mortgage (Penn. Div. 38 1/2 m.)	800,000	7	Jan. & July.	Philadelphia.	1879	....	Consol. Mort. for \$2,000,000.....	1,768,500	7	May and Nov.	" "	1921	92
1st Mortgage (Md. Div. 9 1/2 m.)	300,000	6	" "	" "	1891	....	New Gen'l Mort. for \$6,000,000.	1,092,000	6*	.....	" "	....	....
2d Mortgage (Pa. & Md. 46 m.)	400,000	7	" "	" "	1900	....	Richmond and Danville:						
Philadelphia and Erie (Penn.):							Virginia State Loan, sfg fund.....	600,000	6	Jan. & July.	Richmond.	1880	....
1st Mort. (Sunbury & Erie 40 m)	1,000,000	7	Apr. and Oct.	Philadelphia.	1877	100 1/2	Virginia State guar. bonds.....	157,800	6	" "	" "	1875	....
1st Mortgage.....	5,000,000	6	" "	" "	1881	101 1/2	1st Mort. (Piedmont Branch).....	500,000	8	.....	" "	1888	....
2d Mortgage.....	3,000,000	7	Jan. & July.	" "	1888	96 1/2	1st Mort. (Northwestern, N. C.)	500,000	6 1/2	April & Oct.	N. Y. or Rich.
General Mort. for \$20,000,000.....	7,652,000	6*</											

AMERICAN RAILROAD BOND LIST:

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Description of Bonds	Amount	Rate	Interest Payable.		Due	Price	Description of Bonds	Amount	Rate	Interest Payable.		Due	Price
			When.	Where						When.	Where		
Saginaw Valley and St. Louis:	\$ 348,000	8	May & Nov.	Saginaw.	1892	....	South Carolina:	\$ 1,482,857	5*	Jan. & July.	London.	'82-'88	....
1st Mortgage.....	348,000	8					1st Mortgage Sterling.....	1,051,500	7	" " "	New York.	'78-'88	....
Saint Croix and Penobscot:	95,200	6	Jan. & July.	Calais, Me.	1879	....	2d Mort. for \$3,000,000.....	1,206,500	7	April & Oct.	" "	1902	....
1st Mort. (Cal. & Baring).....	17,500	6	" " "	"	1879	....	Domestic (G) Bonds.....	2,500	6	Jan. & July.	Charleston.	1874	....
2d Mort. (").....	115,000	6	June & Dec.	"	1876	....	Domestic (I) Bonds.....	1,064,500	7	April & Oct.	"	1891	....
Calais Loan (Lewey's Island).....	1,000,000	6	May & Nov.	New York	1893	....	Domestic (K) Bonds.....	63,500	6	Jan. & July.	"	'80-'92	....
St. Joseph & Denver City:	1,600,000	8*	Feb. & Aug.	N. Y. & Lond.	1899	....	South Georgia and Florida:	464,000	7	May & Nov.	New York.	1888	....
1st Mort. (B. D.) gold tax free.....	5,000,000	8*	" " "	" " "	1900	....	1st Mort. assumed by Atl. & Gulf	200,000	7	" " "	"	1889	....
1st M. (W. D.) land grant, g'd tax fr	1,000,000	6	May & Nov.	New York	1893	....	2d Mort. " " "	200,000	6	June & Dec.	Philadelphia.	1888	....
St. Joseph and St. Louis:	1,100,000	7	Jan. & July.	New York	1894	110	South Mountain Iron (Cumb. Val.):	177,500	7	March & Sept.	"	1884	....
1st Mortgage.....	1,100,000	7	April & Oct.	"	1894	108	1st Mortgage guaranteed.....	200,000	6	" " "	"	....	....
1st Mortgage skg f'd. (Series A).....	1,400,000	7	Feb. & Aug.	"	1894	88	2d Mortgage for \$200,000.....	291,000	8*	Jan. & July.	New York.	1890	....
2d Mortgage preferred (Series C).....	1,400,000	7	May & Nov.	"	1894	....	South and North Alabama.	21,038,800	6*	May & Nov.	London.	....	....
2d Mortgage preferred (Series D).....	1,700,000	7	" " "	"	1884	68	1st Mort. endor. by Ala. gold...	7,188,500	6*	Jan. & July.	New York.	1888	76
2d Mortgage Income (Series E).....	800,000	10	March & Sept.	"	1894	....	Sterling Mort., guar. by L. & N.	150,000	6	April & Oct.	Boston.	'80-'81	99
Equipment Mortgage.....	4,000,000	7	Feb. & Aug.	New York.	1892	98	South Shore (Mass.):	675,000	8	Jan. & July.	New York.	'84-'90	86
1st Mort. (St. Louis & Iron Mt.).....	6,000,000	7*	May & Nov.	"	1897	70	1st Mortgage, sinking fund.....	621,000	6	" " "	"	'84-'90	60
2d Mort. (").....	2,500,000	7*	June & Dec.	"	1897	....	South Side, Va. (A., M. and O.):	452,800	6	" " "	"	'84-'90	42
1st Mort. L.G. (Arkansas Br.).....	1,500,000	7	" " "	"	1897	....	1st preferred bonds.....	1,500,000	7	Feb. & Aug.	New York.	1899	....
1st Mort. (Calo. Ark. & Tex.).....	1,500,000	7	" " "	"	1899	....	2d preferred bonds.....	800,000	7*	March & Sept.	"	1882	108
Consolidated Mortgage.....	2,929,000	7	April & Oct.	New York.	1894	....	3d preferred bonds.....	1,500,000	7*	May & Nov.	New York.	1900	....
St. Louis, Jacksonville & Chicago:	648,000	7	Jan. & July.	"	1896	....	Southern Central (N.Y.):	750,000	7	March & Sept.	New York.	1887	....
1st Mortgage.....	6,000,000	7	Jan. & July.	New York.	1895	108	1st Mortgage skg fund conv.....	1,500,000	7*	May & Nov.	"	....	....
1st Mortgage.....	998,000	7	March & Sept.	"	1899	....	2d Mortgage.....	1,500,000	7*	" " "	"	80	....
St. Louis, Lawrence and Denver:	1,020,000	6*	Jan. & July.	New York.	1901	....	Southern Iowa and Cedar Rapids:	1,500,000	7*	May & Nov.	New York.	1890	....
1st Mort. guar. by Atl. and Pac.	2,207,000	7	May & Nov.	New York.	1894	....	1st Mortgage gold.....	750,000	7	March & Sept.	New York.	1887	....
St. Louis and South Eastern:	1,000,000	7	" " "	"	1896	....	2d Mort. S. S. Fund.....	1,500,000	7	May & Nov.	"	....	....
1st Mort. gold skg fund conv.....	1,000,000	7	Jan. & July.	"	1897	....	Southern Minnesota:	3,340,000	8	April & Oct.	New York.	'78-'88	....
1st M. (Evans, D.) gold skg f'd. con	1,000,000	7	Feb. & Aug.	"	1902	....	1st Mortgage land grant tax free	1,252,000	7	Jan. & July.	"	1890	....
1st Mort. (Evans, Hen. & Nash.).....	2,000,000	7	" " "	"	1897	....	2d Mortgage land grant.....	1,252,000	7	" " "	"	....	....
Consol. Mort. Skg. Fund.....	1,899,000	7	Jan. & July.	New York.	1897	....	Southern (Cal.) Pacific:	11,000,000	6*	April & Oct.	New York.	....	....
St. Louis, Van. & T. H. (T.H. & L.):	1,600,000	7	May & Nov.	"	1893	....	1st Mortgage gold for \$28,000,000.	625,000	7*	March & Sept.	Philadelphia.	1900	....
1st Mortgage, guaranteed.....	1,600,000	7	" " "	"	1893	....	2d Mortgage gold.....	88,000	7*	" " "	"	1880	....
2d Mortgage (A.) guaranteed.....	1,000,000	7	March 1.	Pittsburg.	1901	....	South Western (Gen. of Ga.):	291,000	7	various.	Macon.	'72-'80	....
2d Mortgage (B.) convertible.....	1,000,000	7	" " "	"	1893	....	1st Mortgage (Muscoogee) conv..	300,000	7	" " "	"	'72-'78	....
Income Mortgage.....	4,500,000	7*	May & Nov.	....	1903	....	Spartanburg and Union:	350,000	7	Jan. & July.	Charleston.	1879	....
St. Paul and Iowa Southwestern:	120,000	8	March & Sept.	New York.	1892	....	1st Mortgage, end. by S. Car.....	198,370	7	" " "	"	1879	....
1st Mortgage.....	360,000	7	Jan. & July.	"	1892	....	1st Mortgage not endorsed.....	416,000	7	Jan. & July.	Boston.	'83-'91	....
St. Paul and Pacific 1st Division:	1,145,750	7	June & Dec.	"	1892	....	Springfield, Athol & Northeastern:	3,400,000	7*	Feb. & Aug.	New York.	1899	....
1st Mort. (St. Paul to Watsh) 80m.	8,000,000	7*	May & Nov.	London.	....	....	1st Mortgage gold, tax free.....	446,000	7*	April & Oct.	"	1900	....
2d Mort. (do.) & 1st land gr.	8,500,000	7*	" " "	"	....	....	2d Mortgage gold, tax free.....	500,000	7*	Feb. & Aug.	New York.	1901	....
1st Mort. (Main L.) R.R. & Lands.	450,000	8	Jan. & July.	New York.	1901	....	Springfield and Northwestern:	200,000	7	Jan. & July.	New York.	1886	55
2d Mort. (do.) R.R. & Lands.	100,000	6	Jan. & July.	Philadelphia.	1878	....	1st Mortgage gold, skg fund.....	500,000	7	Jan. & July.	"	1887	35
General Mortgage for \$15,000,000	228,000	6	Feb. & Aug.	Boston.	1878	95	Staten Island:	500,000	6	Jan. & July.	Boston.	1875	....
1st Mortgage.....	2,301,000	7	Jan. & July.	New York.	1900	91	1st Mortgage.....	250,000	6	Feb. & Aug.	"	1881	....
St. Paul, Stillwater & Taylor's F.:	400,000	7	March & Sept.	New York.	1886	....	Sullivan (Central Verm.):	1,000,000	7	May & Nov.	New York.	1886	....
1st Mortgage.....	310,000	7	Jan. & July.	New York.	Var.	....	1st Mortgage, skg fund.....	800,000	7	Jan. & July.	N.Y., Boat. Ph.	1904	97
Salem (West Jersey):	500,000	7	Jan. & July.	New York.	1889	....	Summit Branch:	1,200,000	7*	April & Oct.	Philadelphia.	1890	....
1st Mortgage guar.....	605,000	6	March & Sept.	Charleston.	1877	....	Sunbury and Lewiston:	200,000	6*	" " "	"	1891	....
Salem and Lowell (B. & L.):	111,800	7	" " "	New York.	1889	....	1st Mortgage gold.....	1,000,000	7	" " "	New York.	....	....
1st Mortgage.....	162,000	7	Jan. & July.	Macon.	1891	....	Income Mort. gold.....	1,400,000	7	April & Oct.	New York.	1879	....
Savannah and Charleston:	10,000pm	6*	May and Nov.	New York.	1890	....	Suspens. Bridge & Erie Junc. (E.):	270,000	7	June & Dec.	"	1887	....
1st Mortgage (Sav. & Char.).....	400,000	7*	Jan. & July.	New York.	1900	....	1st Mortgage.....	500,000	7*	Feb. and Aug.	New York.	1891	....
State guaranteed (C. & S.) bonds.	100,000	8	Jan. & July.	New York.	1887	....	Syracuse, Bing. & N.Y. (DL&W):	1,163,000	7*	Jan. & Dec.	New York.	1903	....
Funded Interest bonds, guar.....	210,000	7	Jan. & July.	New York.	1880	....	2d Mortgage.....	800,000	7	April & Oct.	New York.	1879	....
Savannah, Griffin & North Ala.:	1,888,000	8	April & Oct.	New York.	1890	....	Syracuse and Chenango Valley:	516,000	7	" " "	"	1894	....
1st Mortgage for \$500,000 guar...	3,000,000	7	April & Oct.	New York.	1887	....	1st Mort. gold, for \$500,000.....	40,000pm	6*	June & Dec.	N.Y. or Lond.	1912	....
Savannah and Memphis:	4,000,000	7	Jan. & July.	New York.	1881	....	Tebos and Neosho (M. K. & T.):	1,350,000	7	Jan. and July.	....	1906	42
1st Mort. gold, endor. by State.	220,000	10	" " "	"	1881	....	1st Mortgage.....	1,600,000	7	June & Dec.	New York.	1894	90
Schenectady & Susq. (D. & H. Can.)	2,000,000	7*	Jan. & July.	Philadelphia.	1901	97	1st Mortgage (Eastern Div.).....	1,800,000	7	Feb. and Aug.	"	1896	87
1st Mortgage.....	729,000	7	June & Dec.	New York.	1884	....	2d Mort. conv. (").....	1,300,000	7	April & Oct.	"	1886	30
1st Mortgage extension.....	694,000	8	April & Oct.	"	1896	....	Equipment Mort. sinking fund.....	94,000	8	Jan. & July.	"	1879	....
Shenandoah and Allegheny:	755,000	7	April & Oct.	New York.	1889	....	Consol. Mort. for \$4,200,000.....	1,500,000	7	May & Nov.	"	1910	35
1st Mortgage for \$1,000,000.....	400,000	7	Jan. & July.	New York.	1891	....	1st Mortgage (Burl. Branch).....	250,000	7	June & Dec.	"	1901	....
1st Mortgage.....	200,000	7	March & Sept.	Boston.	1880	....	Toledo, Wabash and Western:	900,000	7	Feb. and Aug.	New York.	1890	134
St. Louis City and St. Paul:	1,240,000	8	May and Nov.	New York.	1901	....	1st Mort. (Toledo and Illinois)	2,500,000	7	" " "	"	1890	104
1st Mortgage.....	500,000	7*	" " "	"	1901	....	1st Mort. (L. Erie, Wab. & St. L.)	2,500,000	7	" " "	"	1898	103
Land Grant Mortgage gold.....	450,000	8	" " "	"	....	....	1st Mort. (Gt. West. Rwy of '59)	500,000	7	May & Nov.	"	1890	72
2d Mortgage.....	158,000	10	" " "	"	....	....	1st Mort. (Quincy and Toledo)	300,000	7	Feb. and Aug.	"	1882	85
Equipment bonds.....	1,628,000	6*	Jan. & July.	New York.	1898	51	1st Mort. (Illa. & South'n Iowa)	2,700,000	7	F. M. A. & N.	"	1889	74
1st Mortgage gold.....	1,628,000	6	" " "	U.S. Treasury	1898	....	1st Mort. Decatur & East St. L.	1,000,000	7	May and Nov.	"	1878	70
2d Mortgage (Gov. Subsidy).....	1,628,000	6	" " "	"	....	....	2d Mort. (Toledo and Wabash)	1,500,000	7	" " "	"	1878	70
							2d Mort. (Wabash & Western)	2,500,000	7	" " "	"	1882	64
							Equipment (Toledo & Wabash)	900,000	7	" " "	"	1882	15
							Consol. S. F. 1st Mortgage.....	2,610,000	7	F. M. A. & N.	"	1907	85
							Consol. 2d Mort. gold.....	2,188,000	7	Feb. and Aug.	"	1898	....
							Traverse City (Gr. Rap. and Ind.):	230,000	7	Feb. and Aug.	New York.	1902	....
							1st Mortgage.....	230,000	7	" " "	"	....	....

AMERICAN RAILROAD BOND LIST.

The Letter (c) affixed to Rate of Interest Signifies "Payable in Gold."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Troy & Bennington (T. & B.):							Western Maryland:						
1st Mortgage skg fund, guar....	59,700	7	Jan. & July.	Troy.	1878	....	1st Mortgage, unendorsed.....	400,000	6	Jan. and July.	Baltimore.	1890	100
Troy and Boston:							1st Mort. endor. by Balt.....	200,000	6	"	"	1890	101
1st Mortgage.....	300,000	7	Jan. & July.	New York.	1887	....	2d Mort. " " " " " " " "	300,000	6	"	"	1890	107
2d Mortgage.....	200,000	7	April & Oct.	"	1885	....	2d Mort. endor. by Wash. Co....	300,000	6	"	"	1890	104
3d Mortgage.....	650,000	7	May and Nov.	"	1875	....	2d Mortgage preferred.....	600,000	6	"	"	1895	82
Convertible Bonds.....	648,000	7	"	"	1882	....	3d Mortgage endor. by Balt.....	875,000	6	"	"	1900	110
Troy, Salem & Rutland (R. & Sar.):							4th Mortgage.....	1,000,000	6	"	"	1900	110
1st Mortgage, guaranteed.....	500,000	7	May and Nov.	New York.	1890	....	Western Pacific (Con. Pac.):						
Troy Union (and Depot):							1st Mort. assumed.....	2,735,000	6a	Jan. and July.	New York.	1899	100
1st Mortgage, guaranteed.....	680,000	6	Jan. & July.	New York.	1878	....	Western Pennsylvania (Penn.):						
Tuckerton:							1st Mortgage.....	800,000	6	Apr. and Oct.	Philadelphia.	1893	81
1st Mortgage.....	408,000	7	April & Oct.	Philadelphia.	1901	....	1st Mortgage (Pittsb. Branch):	1,000,000	6	Jan. and July.	"	1896	....
Union Pacific:							General Mortgage.....	1,200,000	7	"	"	....	....
1st Mortgage gold, tax free.....	27,232,000	6a	Jan. & July.	N. Y. & Bos.	96-99	107	Western Union (Chi. M. & St. P.):						
1st Mort. Land Grant.....	7,404,000	7	Apr. and Oct.	"	1887	103	1st Mortgage for \$5,000,000.....	3,500,000	7	Jan. and July.	New York.	1896	....
2d Mortgage (Gov. subdly).....	27,235,512	6	Jan. & July.	U.S. Treasury.	96-99	....	West Jersey:						
3d Mortgage Sinking Fund.....	14,188,000	8	March & Sept.	New York.	1894	98	Debtenture bonds guar. by C. & A.	400,000	6	March & Sept.	Camden.	1883	82
Omaha Bridge Bonds Sterling.....	2,279,000	8a	Apr. and Oct.	London.	1896	....	1st Mortgage.....	1,000,000	6	Jan. and July.	"	1896	103
Union Pacific (Central Div.):							1st Mortgage (Salem) guar.....	100,000	6	"	Philadelphia.	1878	....
1st Mortgage gold, tax free.....	1,000,000	6a	May and Nov.	New York.	1896	....	1st Mort. (Swedesboro) guar....	200,000	8	June & Dec.	Camden.	....	....
2d Mortgage (Gov. subdly).....	1,600,000	6	Jan. & July.	U.S. Treasury.	96-73	....	2d Mort. (Cape May & Millville)	500,000	7	Apr. and Oct.	"	....	....
Union Pacific, S. Br. (M.K. & T.):							Consolidated Mortgage.....	1,000,000	7	"	"	1899	102
1st Mortgage gold, skg fund.....	3,220,000	6a	Jan. & July.	New York.	1890	....	West Wisconsin:						
Union & Titusville (P. T. & Buff.)							1st Mort. land gr. gold skg fund	3,900,000	7a	Jan. and July.	N.Y. or Lond.	1887	....
1st Mortgage.....	500,000	7	Jan. & July.	New York.	1890	50	1st Mort. (Southern Extension).	640,000	7a	"	"	1902	....
United N. J. R. R. & Canal Co.:							White Water Valley:						
Loan of 1901 (United Compa's)	3,000,000	6	March & Sept.	Philadelphia.	1901	103	1st Mortgage.....	1,021,840	6	Feb. and Aug.	Cincinnati.	1890	....
Sterling Loan \$369,200 (U. Co's)	1,848,000	6	"	London.	1894	....	Wisco Mico and Pocumoke:						
Sterling Loan \$360,000 (")	1,800,000	6a	"	"	1894	....	1st Mortgage.....	200,000	6	Jan. and July.	New York.	1888	....
Loan of 1894 Sk. Fund (")	2,000,000	6	Apr. and Oct.	Philadelphia.	1894	....	Williamston and Tarboro':						
Loan of 1888 (United Compa's)	184,000	6	Feb. and Aug.	"	1888	96	1st Mortgage.....	350,000	8	May and Nov.	New York.	1900	....
3rd to State of N. Jer. (U. Co's)	500,000	7	(Due 90 days after demand.)	London.	1890	....	Wilmington, Colum. & Augusta:						
Sterling S.F. \$262,000 (C. & A.)	1,310,000	6a	Feb. and Aug.	Philadelphia.	1883	103	1st Mortgage.....	3,800,000	7	June & Dec.	Baltimore.	1900	31
Loan of 1883 (Camden & Amb'y)	1,780,000	6	"	Princeton.	1889	102	Wilmington and Reading:						
Loan of 1889 (")	866,000	6	June & Dec.	Philadelphia.	1889	105	1st Mortgage.....	1,200,000	7	Apr. and Oct.	Philadelphia.	1900	43
Mortg. Loan (")	5,000,000	6	May and Nov.	New York.	1875	....	2d Mortgage coupon or regis....	1,700,000	7	Jan. and July.	"	1902	10
Loan of 78 (N.J. R.R. & T. Co.)	450,000	6	Apr. and Oct.	N. Y. (Over Due.)	....	Wilmington and Weldon:							
Bond to State of N. J. (do.)	100,000	7	"	"	....	....	Sterling Bonds.....	648,700	6a	Jan. and July.	London.	1881	....
Utah Central:							Sterling Bonds.....	221,400	7a	May and Nov.	"	1886	....
1st Mortgage.....	1,000,000	6	Jan. & July.	Salt Lake City	1890	....	Sinking Fund gold, Bonds.....	749,000	7a	Jan. and July.	New York.	1896	102
Utah Southern:							Wilmington and Western (Del.):						
1st Mortgage.....	600,000	7	Jan. & July.	Salt Lake City	1891	....	1st Mortgage.....	500,000	7a	J. A. J. & O.	Phil. & Wilm.	1892	....
Utica and Black River:							Winona & St. Peter (C. & N. W.):						
1st Mortgage.....	200,000	7	Jan. & July.	N. Y. & Utica.	1878	....	1st Mortgage \$20,000 p. m.....	2,750,000	7	Jan. and July.	New York.	1887	80
Bonds of 1871 (2d issue).....	575,000	7	"	"	1891	....	2d Mortgage \$12,000 p. m.....	1,650,000	7	May and Nov.	"	1907	69
Utica, Ithaca and Elmira:							Extension mortgage bonds.....	4,875,000	7a	June & Dec.	"	1906	....
1st Mortgage, Sterling.....	1,500,000	7.3	Jan. & July.	London.	1902	....	Wisconsin Central:						
Vermont Cent.—See Central Vt.							1st M. L. G. gold S. F. \$25,000pm	4,618,500	7a	Jan. and July.	Boston.	1901	36
Vermont and Massachusetts:							Worcester (M.I.):						
1st Mortgage sinking fund.....	550,000	6	Jan. and July.	Boston.	1883	104	1st Mortgage.....	210,000	6	Jan. and July.	Baltimore.	1891	....
Convertible bonds, tax free.....	200,000	7	"	"	1879	104	Worcester and Nashua:						
Convertible bonds.....	150,000	7	"	"	1885	168	Plain Bonds.....	125,000	7	Jan. and July.	Boston.	1881	....
Vicksburg and Meridian:							Plain Bonds.....	185,300	6	Various.	"	81-87	....
General 1st series (red).....	717,500	7	Jan. and July.	Philadelphia.	1890	....	Plain Bonds.....	250,000	7	Apr. and Oct.	"	1893	107
2d series (blue).....	850,000	7	"	"	1890	....	CANAL BONDS.						
Mortgage 3d series (black).....	138,700	7	"	"	1890	....	Chesapeake and Delaware:						
4th series (not end.).....	1,141,700	7	Apr. and Oct.	"	1890	....	1st Mortgage sinking fund.....	1,998,750	6	Jan. and July.	Philadelphia.	1886	85
Special Loan 1871.....	213,000	8	Jan. and July.	"	1880	....	Chesapeake and Ohio:						
Vineland:							Sterling Loan guaranteed.....	4,375,000	6a	J. A. J. & O.	London.	1890	....
1st Mortgage tax free.....	750,000	7	Apr. and Oct.	New York.	1890	....	Preferred Bonds (next item)	1,890,500	6	Jan. and July.	Baltimore.	1885	....
Virginia & Tennessee (A.M. & O.):							Delaware Division (L.O. & N.):						
1st Mortgage.....	491,000	6	Jan. and July.	N.Y. & Lynch.	1873	....	1st Mortgage, guaranteed.....	800,000	6	Jan. & July.	Philadelphia.	1878	97
3d Mortgage.....	990,000	6	"	"	1884	81	Delaware and Hudson:						
5th Mortgage.....	900,000	8	March & Sept.	"	1900	80	1st Mort. (1st series, Nov. 1, '87	1,500,000	7	May and Nov.	New York.	1877	97
Registered Certificates.....	116,000	8	Jan. and July.	"	1876	....	regis. 2d series, July 1, 1869	3,500,000	7	Jan. and July.	"	1884	96
Funded Interest.....	210,000	8	"	"	1880	....	tered. 3d series, Jan. 1, 1871	5,000,000	7	"	"	1891	89
Walkill Valley (Erie):							Coupon bonds of 1874.....	3,000,000	7	Apr. and Oct.	"	1894	89
1st Mortgage gold, tax free.....	810,500	7a	Apr. and Oct.	New York.	1901	....	Registered bonds of 1874.....	2,000,000	7	"	"	1894	....
Warren (D. L. & W.):							Lehigh Coal and Navigation:						
1st Mortgage, guaranteed.....	511,000	7	Feb. and Aug.	New York.	1875	....	Loan of 1877, Debentures.....	762,779	6	June & Dec.	Philadelphia.	1877	84
2d Mortgage, guaranteed.....	750,000	7	May and Nov.	"	1900	106	Convertible Debentures.....	41,650	6	"	"	1882	90
Warren & Franklin (P. T. & B.):							Convertible Loan, gold.....	711,000	6a	March & Sept.	"	1894	92
1st Mortgage, assumed.....	1,500,000	7	Feb. and Aug.	Philadelphia.	1882	80	1st Mortgage, registered.....	6,381,938	6	J. A. J. & O.	"	1884	102
Warwick Valley (Erie):							1st Mortgage, reg. (R. R.).....	2,000,000	6	F. M. A. & N.	"	1897	89
1st Mortgage.....	60,000	7	Apr. and Oct.	New York.	1890	....	Mortgage (equip.) Loan, gold....	4,658,500	6a	June & Dec.	"	1897	89
Wasatch and Jordan Valley:							Consolidated Mortgage.....	1,115,000	7	"	"	1911	80
1st Mortgage.....	150,000	9a	May and Nov.	New York.	1893	....	Greenwood Mortgage Loan.....	717,000	7	Feb. and Aug.	"	1892	80
Washington City, Va. Mid. & Gt. So.							Greenwood Mortgage Loan.....	140,000	6	Apr. and Oct.	"	1877	....
1st Mort. (O. Alex. & Manassas)	1,650,000	7	Jan. and July.	Baltimore.	1882	75	Monongahela Navigation:						
2d Mort. (")	350,000	7	"	"	1891	....	1st Mortgage.....	103,000	6	Jan. and July.	New York.	1887	....
1st Mort. (Orange & Alexandria)	400,000	6	May and Nov.	"	1873	89	Morris (and Banking):						
2d Mort. (")	1,200,000	6	Jan. and July.	"	1875	73	1st Mortgage.....	500,000	6	Apr. and Oct.	Philadelphia.	1876	99
3d Mort. (")	600,000	8	May and Nov.	"	1873	00	Boat Loan, sinking fund.....	236,965	7	Apr. and Oct.	"	1899	103
4th Mort. (")	700,000	8	March & Sept.	"	1880	33	Preferred Stock Dividend Scrip.	103,164	7	Jan. and July.	"	1887	....
Funded Coupons (do.)	722,664	7	"	"	1896	....	Pennsylvania:						
1st Mort. (Lynchburg & Danville)	521,000	7	Apr. and Oct.	"	1896	....	1st Mortgage skg fund guar....	2,805,000	6	Jan. and July.	Philadelphia.	1910	85
Virginia State Loan.....	249,922	7	Jan. and July.	"	92-98	....	1st Mortgage (Wy. Val. Can.)...	600,000	6	"	"	1878	....
Washington and Ohio:							Schuylkill Navigation (Ph. & Rdg)						
1st Mort. (Alex. Lou. & Ham.)	47,000	7	May and Nov.	New York.	1898	....	1st Mortgage.....	1,714,390	6	March & Sept.	Philadelphia.	82-97	81
1st Mortgage for \$9,000,000.....	255,500	7a	Apr. and Oct.	"	1901	35	2d Mortgage.....	8,990,392	6	"	"	82-97	....
Westchester and Philadelphia:							Improvement bonds.....	260,000	6	May and Nov.	"	1890	....
General Mortgage, tax free.....	1,100,000	7	Apr. and Oct.	Philadelphia.	1891	110	Boat and Car Loan.....	766,650	6	"	"	1913	....
Western North Carolina:							Boat and Car Loan.....	621,000	7	"	"	1915	58
1st Mortgage.....	825,000	8	Jan. and July.	"	1890	....	Coupon Bonds.....	1,200,000	6	Jan. and July.	"	1895	60
Western of Alabama:							Susquehanna and Tide Water:						
1st Mortgage (Western R.R.).....	600,000	8	Apr. and Oct.	New York.	1888	....	2d Mortgage (Maryland Loan)...	1,000,000	6	Jan. and July.	Phila. & Balt.	1885	....
2d Mortgage (M. & W. Point R.R.)	750,000	8	"	"	1881	....	3d Mortgage (Susqueh. Canal)	1,811,000	6	"	"	1878	....
2d Mortgage (consols guar.).....	1,158,000	8	"	"	1900	....	Prof. Int. B'ds (")	324,810	6	"	"	1894	....
3d Mortgage.....	602,900	8	Various.	"	Var.	....	Union:						
Western Union Telegraph:							1st Mortgage.....	3,000,000	6	May and Nov.	Philadelphia.	1888	....
1st Mortgage.....	9,200	7	May and Nov.	New York.	1875	....	West Branch & Susque. (Penn.):						
Real Estate Bonds, Sinking Fund.	1,498,000	7a	"	"	1902	....	1st Mortgage.....	450,000	6	Jan. and July.	Philadelphia.	1911	....
Bonds (S. F.) Conv. till May '85	2,988,000	7	"	"	1900	102	2d Mortgage.....	200,000	6	"	"	1893</

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

Statistics occurring in the column headed "Rolling Stock" signifies that the cost thereof is included in that headed "Railroad." A dash (-) across the column signifies "all," and running dots (---) signify "not ascertained." Lead Grant Railroads are printed in "Italics." State-aid Railroads are distinguished by a *.

Abstract of General Balance Sheet.										Value of Shares																	
Property and Assets.				Liabilities.		Operations.		Earnings.																			
Rolling Stock.		Assets.		Accounts and Cash.		Stocks.		Bonds.		Accounts.		Surplus Income.		Railroad Operated.		Trains Moved.		Passengers.		Freight.		Gross.		Net.		Dividends.	
M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.	
Sept. 30, 1876		Sept. 30, 1876		Sept. 30, 1876		Sept. 30, 1876		Sept. 30, 1876		Sept. 30, 1876		Sept. 30, 1876		Sept. 30, 1876		Sept. 30, 1876		Sept. 30, 1876		Sept. 30, 1876		Sept. 30, 1876		Sept. 30, 1876		Sept. 30, 1876	
Adirondack		Adirondack		Adirondack		Adirondack		Adirondack		Adirondack		Adirondack		Adirondack		Adirondack		Adirondack		Adirondack		Adirondack		Adirondack		Adirondack	
Alabama Central		Alabama Central		Alabama Central		Alabama Central		Alabama Central		Alabama Central		Alabama Central		Alabama Central		Alabama Central		Alabama Central		Alabama Central		Alabama Central		Alabama Central		Alabama Central	
Alabama and Chattanooga		Alabama and Chattanooga		Alabama and Chattanooga		Alabama and Chattanooga		Alabama and Chattanooga		Alabama and Chattanooga		Alabama and Chattanooga		Alabama and Chattanooga		Alabama and Chattanooga		Alabama and Chattanooga		Alabama and Chattanooga		Alabama and Chattanooga		Alabama and Chattanooga		Alabama and Chattanooga	
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1. The first step in the process of creating a new product is to identify a market need. This involves conducting market research to determine what consumers want and what problems they are trying to solve. Once a need is identified, the next step is to develop a concept that addresses this need. This is often done through brainstorming sessions with a team of designers and engineers. The concept is then refined through prototyping and testing, ensuring that it meets the requirements of the target market. Finally, the product is manufactured and distributed to the market, with ongoing monitoring to ensure it continues to meet consumer needs and expectations.

occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad" A dash (—) across the column signifies "nil," and running dots (....) signify "not ascertained." Land Grant Railroads are printed in "Italics." State-aid Railroads are distinguished by a "†."

Abstract of General Balance Sheet.									
Property and Assets.			Liabilities.			Operations.			
Railroad.			Stocks.			Trains Moved.			Passengers.
Rolling Stock.			Bonds.			Freight.			Gross.
Accounts and Cash.			Accounts.			Surplus Income.			Net.
Main Line.			Branch Line.			Dividends.			Earnings.
Branch Line.			Main Line.			Par.			Value of Shares.
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Dec. 31, 1876	464.3	608.6	425,153	11	1055	L. S. & Mich. S. N. Y. P. O. Mech. Ind. & Ill.	70,435,603	4,778,709	4,907,538	1,844,637	50,000,000	37,324,000	1,838,719	1,938,769	11,653	11,754,33	3,119,923	5,838,167	13,943,177	4,101,666	81	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	1
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RAILROAD SHARE LIST, including Milage, Rolling Stock, Debts, Income, Dividends, &c., &c.

When the column headed "Rolling Stock" signifies that the cost thereof is included in that headed "Railroad," a dash (—) across the column signifies "nil," and running dots (....) signify "not ascertainable." The column headed "Gravel and Ballast" is distinguished by a "G." and the column headed "Gravel and Ballast" is distinguished by a "B."

Value of Shares	Market.		Dividends.		Earnings.		Operations.		Railroad Operated.		Liabilities.		Property and Assets.		Company.					
	Par.	P. C.	Par.	P. C.	Net.	Gross.	Freight.	Passen- gers.	Tons.	M.	M.	Surplus Income.	Accounts.	Stocks.		Bonds.	Accounts and Cash.	Assets.	Rolling Stock.	Railroad.
100	100	100	100	100	60,000	278,940	278,940	24,700	362,000	102.0	1,000,000	22,437	1,000,000	1,000,000	1,000,000	22,437	324,208	1,000,000	1,000,000	Ning. F. & Canandaigua (N. Y. C.) N. Y.
100	100	100	100	100	220,000	220,000	220,000	24,700	362,000	102.0	1,000,000	22,437	1,000,000	1,000,000	1,000,000	22,437	324,208	1,000,000	1,000,000	North Carolina (R. & D.) N. Y.
100	100	100	100	100	15,381	15,381	15,381	24,700	362,000	102.0	1,000,000	22,437	1,000,000	1,000,000	1,000,000	22,437	324,208	1,000,000	1,000,000	Northwestern N. Y.
100	100	100	100	100	416,951	416,951	416,951	24,700	362,000	102.0	1,000,000	22,437	1,000,000	1,000,000	1,000,000	22,437	324,208	1,000,000	1,000,000	Northwestern N. Y.
100	100	100	100	100	220,000	220,000	220,000	24,700	362,000	102.0	1,000,000	22,437	1,000,000	1,000,000	1,000,000	22,437	324,208	1,000,000	1,000,000	Northwestern N. Y.
100	100	100	100	100	4,929,248	4,929,248	4,929,248	24,700	362,000	102.0	1,000,000	22,437	1,000,000	1,000,000	1,000,000	22,437	324,208	1,000,000	1,000,000	Northwestern N. Y.
100	100	100	100	100	95,230	95,230	95,230	24,700	362,000	102.0	1,000,000	22,437	1,000,000	1,000,000	1,000,000	22,437	324,208	1,000,000	1,000,000	Northwestern N. Y.
100	100	100	100	100	345,718	345,718	345,718	24,700	362,000	102.0	1,000,000	22,437	1,000,000	1,000,000	1,000,000	22,437	324,208	1,000,000	1,000,000	Northwestern N. Y.
100	100	100	100	100	278,992	278,992	278,992	24,700	362,000	102.0	1,000,000	22,437	1,000,000	1,000,000	1,000,000	22,437	324,208	1,000,000	1,000,000	Northwestern N. Y.
100	100	100	100	100	183,868	183,868	183,868	24,700	362,000	102.0	1,000,000	22,437	1,000,000	1,000,000	1,000,000	22,437	324,208	1,000,000	1,000,000	Northwestern N. Y.
100	100	100	100	100	883,868	883,868	883,868	24,700	362,000	102.0	1,000,000	22,437	1,000,000	1,000,000	1,000,000	22,437	324,208	1,000,000	1,000,000	Northwestern N. Y.
100	100	100	100	100	2,828,138	2,828,138	2,828,138	24,700	362,000	102.0	1,000,000	22,437	1,000,000	1,000,000	1,000,000	22,437	324,208	1,000,000	1,000,000	Northwestern N. Y.
100	100	100	100	100	771,490	771,490	771,490	24,700	362,000	102.0	1,000,000	22,437	1,000,000	1,000,000	1,000,000	22,437	324,208	1,000,000	1,000,000	Northwestern N. Y.
100	100	100	100	100	991,092	991,092	991,092	24,700	362,000	102.0	1,000,000	22,437	1,000,000	1,000,000	1,000,000	22,437	324,208	1,000,000	1,000,000	Northwestern N. Y.
100	100	100	100	100	80,404	80,404	80,404</													

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RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An asterisk (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included in that headed "Railroad." A dash (—) across the column signifies "all" and running dots (....) signify "not ascertained."

Land Grant Railroads are printed in "Italics." States and Railroads are distinguished by a "U. S. 1."

Year ending	Railroad		Branch Line		Main Line		Rolling Stock		Property and Assets		Liabilities		Accounts and Cash		Stocks		Bonds		Accounts		Surplus Income		Railroad Operated		Trains Moved		Passenger		Freight		Gross		Net		Dividends		Market		Value of Shares	
	M.	F.	M.	F.	M.	F.	M.	F.	M.	F.	M.	F.	M.	F.	M.	F.	M.	F.	M.	F.	M.	F.	M.	F.	M.	F.	M.	F.	M.	F.	M.	F.	M.	F.	M.	F.				
Dec. 31, 1875	51.8	1.0	2.0	1.0	2.0	1.0	2.0	1.0	2.0	1.0	2.0	1.0	2.0	1.0	2.0	1.0	2.0	1.0	2.0	1.0	2.0	1.0	2.0	1.0	2.0	1.0	2.0	1.0	2.0	1.0	2.0	1.0	2.0	1.0	2.0	1.0	2.0	1.0	2.0	
Jan. 1, 1876	51.8	1.0	2.0	1.0	2.0	1.0	2.0	1.0	2.0	1.0	2.0	1.0	2.0	1.0	2.0	1.0	2.0	1.0	2.0	1.0	2.0	1.0	2.0	1.0	2.0	1.0	2.0	1.0	2.0	1.0	2.0	1.0	2.0	1.0	2.0	1.0	2.0	1.0	2.0	
Feb. 1, 1876	51.8	1.0	2.0	1.0	2.0	1.0	2.0	1.0	2.0	1.0	2.0	1.0	2.0	1.0	2.0	1.0	2.0	1.0	2.0	1.0	2.0	1.0	2.0	1.0	2.0	1.0	2.0	1.0	2.0	1.0	2.0	1.0	2.0	1.0	2.0	1.0	2.0	1.0	2.0	
Mar. 1, 1876	51.8	1.0	2.0	1.0	2.0	1.0	2.0	1.0	2.0	1.0	2.0	1.0	2.0	1.0	2.0	1.0	2.0	1.0	2.0	1.0	2.0	1.0	2.0	1.0	2.0	1.0	2.0	1.0	2.0	1.0	2.0	1.0	2.0	1.0	2.0	1.0	2.0	1.0	2.0	
Apr. 1, 1876	51.8	1.0	2.0	1.0	2.0	1.0	2.0	1.0	2.0	1.0	2.0	1.0	2.0	1.0	2.0	1.0	2.0	1.0	2.0	1.0	2.0	1.0	2.0	1.0	2.0	1.0	2.0	1.0	2.0	1.0	2.0	1.0	2.0	1.0	2.0	1.0	2.0	1.0	2.0	
May 1, 1876	51.8	1.0	2.0	1.0	2.0	1.0	2.0	1.0	2.0	1.0	2.0	1.0	2.0	1.0	2.0	1.0	2.0	1.0	2.0	1.0	2.0	1.0	2.0	1.0	2.0	1.0	2.0	1.0	2.0	1.0	2.0	1.0	2.0	1.0	2.0	1.0	2.0	1.0	2.0	
Jun. 1, 1876	51.8	1.0	2.0	1.0	2.0	1.0	2.0	1.0	2.0	1.0	2.0	1.0	2.0	1.0	2.0	1.0	2.0	1.0	2.0	1.0	2.0	1.0	2.0	1.0	2.0	1.0	2.0	1.0	2.0	1.0	2.0	1.0	2.0	1.0	2.0	1.0	2.0	1.0	2.0	
Jul. 1, 1876	51.8	1.0	2.0	1.0	2.0	1.0	2.0	1.0	2.0	1.0	2.0	1.0	2.0	1.0	2.0	1.0	2.0	1.0	2.0	1.0	2.0	1.0	2.0	1.0	2.0	1.0	2.0	1.0	2.0	1.0	2.0	1.0	2.0	1.0	2.0	1.0	2.0	1.0	2.0	
Aug. 1, 1876	51.8	1.0	2.0	1.0	2.0	1.0	2.0	1.0	2.0	1.0	2.0	1.0	2.0	1.0	2.0	1.0	2.0	1.0	2.0	1.0	2.0	1.0	2.0	1.0	2.0	1.0	2.0	1.0	2.0	1.0	2.0	1.0	2.0	1.0	2.0	1.0	2.0	1.0	2.0	
Sep. 1, 1876	51.8	1.0	2.0	1.0	2.0	1.0	2.0	1.0	2.0	1.0	2.0	1.0	2.0	1.0	2.0	1.0	2.0	1.0	2.0	1.0	2.0	1.0	2.0	1.0	2.0	1.0	2.0	1.0	2.0	1.0	2.0	1.0	2.0	1.0	2.0	1.0	2.0	1.0	2.0	
Oct. 1, 1876	51.8	1.0	2.0	1.0	2.0	1.0	2.0	1.0	2.0	1.0	2.0	1.0	2.0	1.0	2.0	1.0	2.0	1.0	2.0	1.0	2.0	1.0	2.0	1.0	2.0	1.0	2.0	1.0	2.0	1.0	2.0	1.0	2.0	1.0	2.0	1.0	2.0	1.0	2.0	
Nov. 1, 1876	51.8	1.0	2.0	1.0	2.0	1.0	2.0	1.0	2.0	1.0	2.0	1.0	2.0	1.0	2.0	1.0	2.0	1.0	2.0	1.0	2.0	1.0	2.0	1.0	2.0	1.0	2.0	1.0	2.0	1.0	2.0	1.0	2.0	1.0	2.0	1.0	2.0	1.0	2.0	
Dec. 1, 1876	51.8	1.0	2.0	1.0	2.0	1.0	2.0	1.0	2.0	1.0	2.0	1.0	2.0	1.0	2.0	1.0	2.0	1.0	2.0	1.0	2.0	1.0	2.0	1.0	2.0	1.0	2.0	1.0	2.0	1.0	2.0	1.0	2.0	1.0	2.0	1.0	2.0	1.0	2.0	
Jan. 1, 1877	51.8	1.0	2.0	1.0	2.0	1.0	2.0	1.0	2.0	1.0	2.0	1.0	2.0	1.0	2.0	1.0	2.0	1.0	2.0	1.0	2.0	1.0	2.0	1.0	2.0	1.0	2.0	1.0	2.0	1.0	2.0	1.0	2.0	1.0	2.0	1.0	2.0	1.0	2.0	
Feb. 1, 1877	51.8	1.0	2.0	1.0	2.0	1.0	2.0	1.0	2.0	1.0	2.0	1.0	2.0	1.0	2.0	1.0	2.0	1.0	2.0	1.0	2.0	1.0	2.0	1.0	2.0	1.0	2.0	1.0	2.0	1.0	2.0	1.0	2.0	1.0	2.0	1.0	2.0	1.0	2.0	
Mar. 1, 1877	51.8	1.0	2.0	1.0	2.0	1.0	2.0	1.0	2.0	1.0	2.0	1.0	2.0	1.0	2.0	1.0	2.0	1.0	2.0	1.0	2.0	1.0	2.0	1.0	2.0	1.0	2.0	1.0	2.0	1.0	2.0	1.0	2.0	1.0	2.0	1.0	2.0	1.0	2.0	
Apr. 1, 1877	51.8	1.0	2.0	1.0	2.0	1.0	2.0	1.0	2.0	1.0	2.0	1.0	2.0	1.0	2.0	1.0	2.0	1.0	2.0	1.0	2.0	1.0	2.0	1.0	2.0	1.0	2.0	1.0	2.0	1.0	2.0	1.0	2.0	1.0	2.0	1.0	2.0	1.0	2.0	
May 1, 1877	51.8	1.0	2.0	1.0	2.0	1.0	2.0	1.0	2.0	1.0	2.0	1.0	2.0	1.0	2.0	1.0	2.0	1.0	2.0	1.0	2.0	1.0	2.0	1.0	2.0	1.0	2.0	1.0	2.0	1.0	2.0	1.0	2.0	1.0	2.0	1.0	2.0	1.0	2.0	
Jun. 1, 1877	51.8	1.0	2.0	1.0	2.0	1.0	2.0	1.0	2.0	1.0	2.0	1.0	2.0	1.0	2.0	1.0	2.0	1.0	2.0	1.0	2.0	1.0	2.0	1.0	2.0	1.0	2.0	1.0	2.0	1.0	2.0	1.0	2.0	1.0	2.0	1.0	2.0	1.0	2.0	
Jul. 1, 1877	51.8	1.0	2.0	1.0	2.0	1.0	2.0	1.0	2.0	1.0	2.0	1.0	2.0	1.0	2.0	1.0	2.0	1.0	2.0	1.0	2.0	1.0	2.0	1.0	2.0	1.0	2.0	1.0	2.0	1.0	2.0	1.0	2.0	1.0	2.0	1.0	2.0	1.0	2.0	
Aug. 1, 1877	51.8	1.0	2.0	1.0	2.0	1.0	2.0	1.0	2.0	1.0	2.0	1.0	2.0	1.0	2.0	1.0	2.0	1.0	2.0	1.0	2.0	1.0	2.0	1.0	2.0	1.0	2.0	1.0	2.0	1.0	2.0	1.0	2.0	1.0	2.0	1.0	2.0	1.0	2.0	
Sep. 1, 1877	51.8	1.0	2.0	1.0	2.0	1.0	2.0	1.0	2.0	1.0	2.0	1.0	2.0	1.0	2.0	1.0	2.0	1.0	2.0	1.0	2.0	1.0	2.0	1.0	2.0	1.0	2.0	1.0	2.0	1.0	2.0	1.0	2.0	1.0	2.0	1.0	2.0	1.0	2.0	
Oct. 1, 1877	51.8	1.0	2.0	1.0	2.0	1.0	2.0	1.0	2.0	1.0	2.0	1.0	2.0	1.0	2.0	1.0	2.0	1.0	2.0	1.0	2.0	1.0	2.0	1.0	2.0	1.0	2.0	1.0	2.0	1.0	2.0	1.0	2.0	1.0	2.0	1.0	2.0	1.0	2.0	
Nov. 1, 1877	51.8	1.0	2.0	1.0	2.0	1.0	2.0	1.0	2.0	1.0	2.0	1.0	2.0	1.0	2.0	1.0	2.0	1.0	2.0	1.0	2.0	1.0	2.0	1.0	2.0	1.0	2.0	1.0	2.0	1.0	2.0	1.0	2.0	1.0	2.0	1.0	2.0	1.0	2.0	
Dec. 1, 1877	51.8	1.0	2.0	1.0	2.0	1.0	2.0	1.0	2.0	1.0	2.0	1.0	2.0	1.0	2.0	1.0	2.0	1.0	2.0	1.0	2.0	1.0	2.0	1.0	2.0	1.0	2.0	1.0	2.0	1.0	2.0	1.0	2.0	1.0	2.0	1.0	2.0	1.0	2.0	
Jan. 1, 1878	51.8	1.0	2.0	1.0	2.0	1.0	2.0	1.0	2.0	1.0	2.0	1.0	2.0	1.0	2.0	1.0	2.0	1.0	2.0	1.0	2.0	1.0	2.0	1.0	2.0	1.0	2.0	1.0	2.0	1.0	2.0	1.0	2.0	1.0	2.0	1.0	2.0	1.0	2.0	
Feb. 1, 1878	51.8	1.0	2.0	1.0	2.0	1.0	2.0	1.0	2.0	1.0	2.0	1.0	2.0	1.0	2.0	1.0	2.0	1.0	2.0	1.0	2.0	1.0	2.0	1.0	2.0	1.0	2.0	1.0	2.0	1.0	2.0	1.0	2.0	1.0	2.0	1.0	2.0	1.0	2.0	
Mar. 1, 1878	51.8	1.0	2.0	1.0	2.0	1.0	2.0	1.0	2.0	1.0	2.0	1.0	2.0	1.0	2.0	1.0	2.0	1.0	2.0	1.0	2.0	1.0	2.0	1.0	2.0	1.0	2.0	1.0	2.0	1.0	2.0	1.0	2.0	1.0	2.0	1.0	2.0	1.0	2.0	
Apr. 1, 1878	51.8	1.0	2.0	1.0	2.0	1.0	2.0	1.0	2.0	1.0	2.0	1.0	2.0	1.0	2.0	1.0	2.0	1.0	2.0	1.0	2.0	1.0	2.0	1.0	2.0	1.0	2.0	1.0	2.0	1.0	2.0	1.0	2.0	1.0	2.0	1.0	2.0	1.0	2.0	
May 1, 1878	51.8	1.0	2.0	1.0	2.0	1.0	2.0	1.0	2.0	1.0	2.0	1.0	2.0	1.0	2.0	1.0	2.0	1.0	2.0	1.0	2.0	1.0	2.0	1.0	2.0	1.0	2.0	1.0	2.0	1.0	2.0	1.0	2.0	1.0	2.0	1.0	2.0	1.0	2.0	
Jun. 1, 1878	51.8	1.0	2.0	1.0	2.0	1.0	2.0	1.0	2.0	1.0	2.0	1.0	2.0	1.0	2.0	1.0	2.0	1.0	2.0	1.0	2.0	1.0	2.0	1.0	2.0	1.0	2.0	1.0	2.0	1.0	2.0	1.0	2.0	1.0	2.0	1.0	2.0	1.0	2.0	
Jul. 1, 1878	51.8	1.0																																						

New York Stock Exchange.

Closing Prices for the week ending June 13

	Th. 7.	F. 8.	Sat. 9.	M. 11.	Tu. 12.	W. 13.
New Jersey.....	127	127	127	127	127	127
N. Y., N. Haven & Hart.....	149	149	149	149	149	149
North Missouri 1st M.....	102	102	102	102	102	102
Ohio and Mississippi.....	41	41	41	41	41	41
Preferred.....	41	41	41	41	41	41
2d mortgage.....	47	47	47	47	47	47
Consolidated 7s.....	90	90	90	90	90	90
Consol. Sinking fund.....	92	92	92	92	92	92
Pacific Mail S. S. Co. 10	191	191	191	191	191	191
Pacific R. R. of Mo.....	100	100	100	100	100	100
1st mortgage.....	100	100	100	100	100	100
2d mortgage.....	90	90	90	90	90	90
Panama.....	96	96	96	96	96	96
Pitts., Ft. W. & Chi. gtd 90	90	90	90	90	90	90
1st mortgage.....	90	90	90	90	90	90
2d mortgage.....	88	88	88	88	88	88
3d mortgage.....	102	102	102	102	102	102
Quicksilver Mining Co.....	14	14	14	14	14	14
Preferred.....	22	22	22	22	22	22
St. L., Alton and T. H.....	107	107	107	107	107	107
Preferred.....	107	107	107	107	107	107
1st mortgage.....	110	110	110	110	110	110
2d mort. preferred.....	88	88	88	88	88	88
Income bonds.....	68	68	68	68	68	68
St. L., Iron Mt. & S'thn.....	98	98	98	98	98	98
1st mortgage.....	98	98	98	98	98	98
2d mortgage.....	98	98	98	98	98	98
St. L., Jack. & Chi. 1st.....	98	98	98	98	98	98
St. L., Kan. City & N.....	5	5	5	5	5	5
Preferred.....	98	98	98	98	98	98
Tol., P. & War. 1st E.D.....	98	98	98	98	98	98
1st mort., West. Div.....	98	98	98	98	98	98
Tol., Wab. & Western.....	98	98	98	98	98	98
Preferred.....	98	98	98	98	98	98
1st mortgage.....	90	90	90	90	90	90
2d mortgage.....	89	89	89	89	89	89
7s, Consolidated.....	70	70	70	70	70	70
St. Louis Division.....	70	70	70	70	70	70
Union Pacific.....	67	67	67	67	67	67
1st mortgage.....	107	107	107	107	107	107
Land Grant 7s.....	107	107	107	107	107	107
Sinking Fund 8s.....	97	97	97	97	97	97
United States Express.....	40	40	40	40	40	40
Wells Fargo Express.....	88	88	88	88	88	88
W. & A Pacific bonds.....	103	103	103	103	103	103
Western Union Tel.....	62	62	62	62	62	62
7s, S. F. conv., 1900.....	102	102	102	102	102	102

Boston Stock Exchange.

Closing Prices for the week ending June 13.

	Th. 7.	F. 8.	Sat. 9.	M. 11.	Tu. 12.	W. 13.
Aitch., Top. and San. Fe.....	89	90	90	90	90	90
1st mortgage.....	89	90	90	90	90	90
2d mortgage.....	49	60	49	49	49	49
Land Grant 7s.....	81	81	81	81	81	81
Income 12s.....	115	115	115	115	115	115
Boston and Albany.....	115	115	115	115	115	115
7s, reg.....	61	61	61	61	61	61
6s, 1895.....	61	61	61	61	61	61
Boston and Lowell.....	61	61	61	61	61	61
7s.....	61	61	61	61	61	61
Boston and Maine.....	92	92	92	92	92	92
Boston and Providence.....	111	111	111	111	111	111
Boston, Hart. & Erie 7s 11	11	11	11	11	11	11
Boston Water Power.....	2	2	2	2	2	2
Burl. & Mo. R. L. G. 7s.....	110	110	110	110	110	110
Burl. & Mo. R. in Neb. 8s	107	107	107	107	107	107
8s, old.....	107	107	107	107	107	107
8s, new.....	107	107	107	107	107	107
Chl., Burl. and Quincy.....	100	100	100	100	100	100
7s.....	107	107	107	107	107	107
5s, new.....	107	107	107	107	107	107
Cin., Sand. and Clev.....	107	107	107	107	107	107
Concord (\$50).....	107	107	107	107	107	107
Connecticut River.....	107	107	107	107	107	107
Eastern.....	3	4	4	4	4	4
Script.....	3	4	4	4	4	4
New 31 Bonds.....	52	52	52	52	52	52
Fitchburg.....	103	103	103	103	103	103
Ind., Cin. & Lafayette.....	103	103	103	103	103	103
Kan. C., Top. & West.....	103	103	103	103	103	103
Income 8s.....	103	103	103	103	103	103
Michigan Central.....	103	103	103	103	103	103
Nasbaa and Lowell.....	103	103	103	103	103	103
Northern, N. H.....	103	103	103	103	103	103
Norwich & Worcester.....	103	103	103	103	103	103
Ogden & Lake Cham.....	103	103	103	103	103	103
Preferred.....	103	103	103	103	103	103
Old Colony.....	93	93	93	93	93	93
7s.....	93	93	93	93	93	93
Ph. W. & Balt. (\$50).....	63	63	63	63	63	63
Portl'd, Saco & Port.....	63	63	63	63	63	63
7s.....	63	63	63	63	63	63
Pueblo & Ark. Val.....	78	78	78	78	78	78
7s.....	78	78	78	78	78	78
Pullman Palace Car.....	69	69	69	69	69	69
Union Pacific.....	69	69	69	69	69	69
6s.....	104	104	104	104	104	104
Land Grant 7s.....	101	101	101	101	101	101
Sinking Fund 8s.....	98	98	98	98	98	98
Vermont and Canada.....	106	106	106	106	106	106
Vermont and Mass.....	106	106	106	106	106	106
Worcester and Nasbaa.....	106	106	106	106	106	106
Cambridge (Horse).....	106	106	106	106	106	106
Metropolitan (").....	106	106	106	106	106	106
Middlesex (").....	106	106	106	106	106	106
Central Mining Co.....	170	170	170	170	170	170
Calumet and Hecla.....	170	170	170	170	170	170
Copper Falls.....	170	170	170	170	170	170
Franklin.....	170	170	170	170	170	170
Quincy.....	33	33	33	33	33	33

New York Stock Exchange.

Closing Prices for the week ending June 13.

[illegible]

London Stock Exchange.

Closing Prices.

	June 1.	May 20.
Atlantic & Gt. W. 1st mort., \$1,000.....	18	20
Do. 2d mort., \$1,000.....	7	8
Do. 3d mort., \$1,000.....	3	4
Do. 1st mort. trust. certificates.....	18	20
Central Pacific of California 1st mort. bonds.....	104	105
Detroit & Milwaukee 1st mort. bonds.....	30	40
Do. 2d do.....	50	40
Erie shares, \$100.....	51	61
Do. Reconstruction Assocn: 35 pd. 114	121	124
Do. do. 34 pd. 10	104	104
Do. Preference Shares.....	161	161
Do. 7 Convertible Gold Bonds.....	33	33
Do. Reconstruction Trustee's Cer. 33	35	36
Do. 1st Consol. Mort. Sterling.....	72	73
Do. with Rec. Tr. Certs. of 5 Cpu. 69	71	72
Illinois Central \$100 shares.....	51	55
Lehigh Valley Consol. mortgage.....	89	90
Marquette and Cincinnati Railway.....	99	101
N. Y. Cent. & Hud. Riv. Mt. bonds. 116	116	116
Do. 1st mortgage.....	85	88
Pennsylvania, \$50 shares.....	27	29
Do. 1st mortgage.....	108	108
Philadelphia and Reading \$50 shs.....	161	111
Pittsburg, Ft. W. & Chic. Equip. bds. 100	102	102
Union Pacific Land Grant 1st mort. 57	92	90

Boston Stock Exchange.

Closing Prices for the week ending June 13

	Th.7	F.8	Sat.9	M.10	Tu.11	W.12	Th.13
Ach., Top. and Sap. Fe.....	89	92	92	92	92	92	92
1st mortgage.....	89	92	92	92	92	92	92
2d mortgage.....	49	50	49	49	49	49	49
Land Grant 7s.....	81	81	81	81	81	81	81
Income 12s.....	115	115	115	115	115	115	115
Boston and Albany.....	115	115	115	115	115	115	115
7s, reg.....	115	115	115	115	115	115	115
6s, 1895.....	115	115	115	115	115	115	115
Boston and Lowell.....	61	61	61	61	61	61	61
7s.....	61	61	61	61	61	61	61
Boston and Maine.....	92	92	92	92	92	92	92
Boston and Providence.....	111	111	111	111	111	111	111
Boston, Hart. & Erie 1s 11	11	11	11	11	11	11	11
Boston Water Power 2	2	2	2	2	2	2	2
Burl. & Mo. R. L. & G. 7s.....	110	110	110	110	110	110	110
Burl. & M. R. in Neb. 3s	107	107	107	107	107	107	107
8s, old.....	107	107	107	107	107	107	107
8s, new.....	107	107	107	107	107	107	107
Chl., Burl. and Quincy.....	100	100	100	100	100	100	100
7s.....	100	100	100	100	100	100	100
8s, new.....	100	100	100	100	100	100	100
Cin., Sand. and Cleve.....	100	100	100	100	100	100	100
Concord (\$50).....	100	100	100	100	100	100	100
Connecticut River.....	100	100	100	100	100	100	100
Eastern.....	4	4	4	4	4	4	4
Scrip.....	4	4	4	4	4	4	4
New 3/4 Bonds.....	52	52	52	52	52	52	52
Fitchburg.....	108	108	108	108	108	108	108
Ind., Cin. & Lafayette.....	108	108	108	108	108	108	108
Kan. C., Top. & West.....	108	108	108	108	108	108	108
Income 8s.....	108	108	108	108	108	108	108
Michigan Central.....	108	108	108	108	108	108	108
Nashua and Lowell.....	108	108	108	108	108	108	108
Northern, N. H.....	108	108	108	108	108	108	108
Norwich & Worcester.....	108	108	108	108	108	108	108
Ogden & Lake Cham.....	18	18	18	18	18	18	18
Preferred.....	77	77	77	77	77	77	77
Old Colony.....	93	93	93	93	93	93	93
7s.....	93	93	93	93	93	93	93
Ph., Wil. & Balt. (\$50).....	63	63	63	63	63	63	63
Portl'd, Saco & Ports.....	63	63	63	63	63	63	63
Pueblo & Ark. Val.....	73	73	73	73	73	73	73
7s.....	73	73	73	73	73	73	73
Pullman Palace Car.....	69	69	69	69	69	69	69
Union Pacific.....	69	69	69	69	69	69	69
6s.....	104	104	104	104	104	104	104
Land Grants.....	101	101	101	101	101	101	101
Sinking Fund 8s.....	95	95	95	95	95	95	95
Vermont and Canada.....	106	106	106	106	106	106	106
Vermont and Mass.....	106	106	106	106	106	106	106
Worcester and Nashua.....	106	106	106	106	106	106	106
Cambridge (Horse).....	106	106	106	106	106	106	106
Metropolitan (").....	106	106	106	106	106	106	106
Middlesex (").....	106	106	106	106	106	106	106
Central Mining Co.....	106	106	106	106	106	106	106
Calumet and Hecla.....	169	170	170	170	170	170	170
Copper Falls.....	170	170	170	170	170	170	170
Franklin.....	170	170	170	170	170	170	170
Quincy.....	93	93	93	93	93	93	93

American Railroad Journal.

Saturday, June 16, 1877.

Financial and Commercial Affairs.

Money yet rules very easy for responsible borrowers, the amount of capital being largely ahead of the opportunities for profitable employment. The demand from all sources for accommodation is very moderate, and in no important instance urgent. Low rates are named on loan and discount applications of a satisfactory character; the quotations on call being down to almost nominal figures. Washington reports and rumors as to the plans and purposes of the Treasury Department have not had much weight in the general market. Call loans are quoted here at 1@3½, with most of the important negotiations reported on the basis of 1½@2 per cent; and very choice to prime mercantile credits are rated at 3@4½, mainly 3½@4 per cent per annum. The City banks, last week, reported a decrease in their legal tender and specie reserves, and a further slight enlargement of their circulation. The loan and discount item was augmented slightly, and the deposit average also increased. The loan and discount average shows an addition of \$918,600. The item of circulation was augmented \$18,800, and the deposits \$256,900. The legal tender reserve was reduced \$821,600; and the specie average \$402,800.

The City banks reported their average of gold last week at \$19,441,700; as against \$15,729,100 same date last year; and their greenback average at \$56,078,100, as against \$53,060,000 on June 10, 1876. Their deposits stood at \$228,788,500, against \$210,880,500 same time in 1876. The loan item was \$251,678,000 against \$249,370,700 a year ago.

The City bank net reserve of specie and legal tender notes now shows an excess over the legal requirement of reserve to liabilities of \$18,585,175, as against \$19,873,800 the preceding week; \$9,039,775 the week ending 14th April (the lowest footing of this item thus far in the current year,) and \$24,781,800 on January 27 (which latter was the highest aggregate reached this year.) The City bank exchanges in currency reached \$404,145,247, or a daily average of \$67,357,541.

The U. S. Sub-Treasury in this city closed the week ending on Wednesday with a currency balance of \$48,582,548, against \$48,323,837 the preceding week; and a coin hoard of \$81,331,457, against \$84,136,988 on the return of a week earlier. The Customs revenue of the port during the past week was \$1,483,000.

The aggregate of the outstanding U. S. currency of all denominations, June 1st, was \$381,684,573. The outstanding amount of legal tender notes is \$360,412,580. The National bank circulation is now \$317,823,486 of currency notes and \$1,429,325 of national gold bank notes.

National Bank notes received at the Treasury Department last week for redemption were to the amount of \$7,654,000.

The income of the Government from internal revenues last week was about three millions, and since July 1, 1876, about 115 millions; and from Customs last week about 1½ millions, and since July 1, 1876, about 121½ millions.

On Wednesday of this week the cash balances of the Treasury Department at Washington were: of Currency, \$5,519,957; special deposit of legal tenders for the redemption of certificates of deposit, \$50,460,000; Coin, \$103,858,791, including of Coin certificates, \$43,413,100.

Gold has been more active but lower and variable; influenced mainly by the refunding reports and rumors from Washington. The extremes of the price during the week have been 104¼@105½, closing at 105½, as against 105½ on Wednesday of the preceding week. The lowest point yet touched was 104¼, on Friday, March 2d. The specie outflow last week was up to \$1,856,135, (of which \$29,000 to London, \$667,300 to Liverpool, \$250,000 to Southampton, \$150,000 to Havre, \$50,000 to Paris, and \$197,947 to Havana,) making the total exports of specie hence since January 1, \$16,616,409, against \$25,549,171 the same time in the preceding year. The imports of specie at this port last week were \$81,039, (of which \$70,039 from Port au Prince, \$2,073 from Aspinwall, \$7,377 from Belleze and \$730 from Liverpool,) and since January 1st \$6,918,803 as against \$1,806,394 same time last year.

The Customs demand for gold last week averaged \$247,167 per day. Foreign Exchange has been in moderate request and quoted somewhat weaker. Bankers' sixty day bills on London closed on Wednesday at \$4 86½@4 87½; sight bills on London at \$4 89@4 90 to the £ sterling. The week's imports of Dry Goods and general merchandise were to the specie value of \$6,529,778 as against \$5,907,450 the corresponding week of 1876. The week's import entries of Foreign Merchandise at New York included \$804,914 of Dry Goods and \$5,724,864 of General Merchandise. The week's exports of Domestic Produce and Miscellaneous Goods from this port were \$6,023,957, against \$5,613,296 same week in 1876.

Government securities have been in fair request for investment account, and prices have been comparatively well supported considering the decline in Gold, as resulting from the refunding and redemption measures of the Treasury Department. At the close the market was quoted firm, leaving off on Wednesday as follows:

United States currency sixes, 122¼@122½; do. 6s, 1881, registered, 110½@110¾; do. coupon, 114½@114¾; do. 1865, new, registered, 106¼@106½; do. coupon, 109¼@109½; do. 1867, registered, 109¼@110¼; do. coupon, 112¼@112½; do. 1868, registered, 112¼; do. coupon, 115¾; do. ten-forties registered, 112½@112¾; do. coupon, 112½@112¾; do. five per cents 1881, registered, 110½@111½; do. coupon, 110½@111½; do. 4½ per cents, 1891, registered, 107½@107¾; do. coupon, 107½@107¾; Central Pacific Gold bonds, 110½@110¾.

The amount of U. S. bonds held by the Treasurer of the United States, as security for the National Bank circulation, is \$339,870,600, and \$18,866,600 as security for public deposits.

State and Railway bonds have been selling less freely, yet the more substantial loans have been quoted quite firm as a rule. And in the line of Railway and Miscellaneous share property business has been moderately active with prices, however, fluctuating frequently, closing more steadily.

San Francisco advices report the total shipments of treasure thence for the past five months aggregate \$20,579,100, of which \$8,206,900 went to China and Japan. In the first five months of 1876 the total treasure exports were less than \$19,000,000.

More inquiry has been noted for the leading kinds of domestic produce, chiefly Breadstuffs, Provisions, Cotton and Petroleum, but prices have been depressed and irregular. Naval Stores have been moderately sought after at somewhat firmer prices. Foreign merchandise has been in fair request and without important changes as to values. Groceries easier.

Hardware, Boots and Shoes and Dry Goods, show less animation and prices have been quoted essentially as before.

Metals have been in generally limited request and prices quoted barely steady. Eglinton Pig Iron quoted at \$25 50; Glengarnock \$27 50; Coltness \$28 50 @ \$29; No. 1 American Pig at \$18 @ \$19; No. 2 do. at \$17 @ \$18; Forge \$16 @ \$17; American Rails at works \$33 @ \$37; Old Rails \$18 @ \$19. Wrought Scrap \$24 @ \$25. Steel Rails, on the basis of \$46 @ \$50 at the mills. Ingot Copper quoted 19½@19¾ for early delivery.

Ocean freights have been less active, the main business having been in the line of Grain and Petroleum shipments, at much lower rates on berth, and at easier figures also on charter contracts. Liverpool steamer rates at the close for Grain, 4d. per standard bushel. Provisions, 30s. @ 55s.; Tallow, 30s.; Leather, 50s. @ 60s. Measurement Goods at 20s. per ton; Cotton, 1d. per lb., Liverpool, by sail. Cotton, ¾ d. Grain, 4d. Oil Cake and Slate, 10s. @ 15s.; Measurement Goods, 10s. @ 12s. 6d. Tobacco 30s. Grain rates on charter hence for Cork and orders left off at 5s. @ 5s. 3d.; for the Continent, at 5s. 6d. and from Baltimore for Cork and orders, 5s. and from Philadelphia at 5s. per quarter. Refined Petroleum hence for

Cork and orders, 4s. @ 4s. 3d.; for the Continent, 8s. 6d. @ 4s. per bbl. And for Liverpool by steam, from Chicago, of through freight, Provisions, at 60c. via Boston and 55c. via Montreal per 100lb.

The following quotations of sales of Railway and other securities are in addition to those given elsewhere in our columns:—

New York.—East Tenn., Va. and Ga. 1st mort., 91¾; Cedar Falls and Minnesota 1st mort., 80; Wabash Purchasing Committee Receipts, 1¼; Chicago, Burlington and Quincy 5s, S. F., 90; Delaware and Hudson Canal 7s, 1877; 97; Hannibal and Naples 1st mort., 38; Chicago and Northwestern Extension bonds, 100¾; Lake Shore Dividend bonds, 107; Milwaukee and St. Paul 2d mort., 91; Maraposa L. and M., 1; do. pref., 2½; Ontario Silver Mining, 20¼; North Carolina 6s, (N. C. R. R.) Jan. and July, 25; Louisiana 7s, consol., 86; Georgia 7s, new, 108¾; do. 6s, 101; Missouri 6s, long bonds, 109; Tennessee 6s, old, 44; North Carolina 6s, old, Jan. and July, 20¼; do. new, Apl. and Oct., 10¼; do. 6s, Fund Act, 1868, 12; do. 1866, 12; do. special tax, 3d class, 2½; South Carolina 6s, non fund., 2. The latest quotations are: Adams Exp., 93@94; American Exp., 44½@45½; Atlantic and Pacific Telegraph, 18¾@19¾; Central Railroad New Jersey, 6¼@7; Chicago, Burlington and Quincy, 100@—; Chicago and Alton, 77@—; do. pref., 99½@—; Chicago and Northwestern, 20½@21; do. pref., 44½@44½; Chicago, Milwaukee and St. Paul, 19¼@19¾; do. pref., 49½@49¾; Chicago, Rock Island and Pacific, 91½@91¾; Cleveland, Columbus, Cincinnati and Indianapolis, 26@—; Cleveland and Pittsburgh, 79¼@80; Columbus, Chicago and Indianapolis Central, 1½@1½; Consol. Coal, 23@—; Delaware and Hudson Canal, 27@27½; Delaware, Lackawanna and Western, 32¾@32¾; Erie, 6@6¼; Hannibal and St. Joseph, 12½@13; do. pref., 23@24; Illinois Central, 51½@52; Lake Shore and Michigan Southern, 47@47½; Michigan Central, 38½@38¾; Morris and Essex 53¾@54; N. Y. Central and Hudson River, 92¼@92¾; New York and Harlem, 141@143; Ohio and Miss., 4¼@4¾; Pacific Mail, 19@19¼; Panama, 95@96; Pittsburgh, Ft. Wayne and Chicago, 88@90; Quicksilver, 14@14¾; do. pref., 21½@22¼; St. Louis Iron Mountain, and Southern, 6@—; St. Louis, Kansas City and Northern, 5½@—; do. pref., 27@—; Union Pacific, 68¾@69; U. S. Express, 42@42½; Wells-Fargo Express, 86@88; Western Union Telegraph, 60@60½; Wabash, 1¼@1½.

Philadelphia.—Connecting R. R. 6s, 101½; Philadelphia and Reading R. R., 1844-80, 104½; West Jersey R. R. 7s, 102; West Chester and Philadelphia R. R. 7s, 110; Am. S. S. Co. 6s, 75½; Philadelphia and Reading C. and I. mort. 7s, 54; Warren and Franklin 7s, 80; Philadelphia, Germantown and Norristown R. R. 91; Morris Canal pref., 119; Nesquehoning Valley R. R., 44; Oregon Nav., 19¾; Northern Pacific R. R. pref., 9¼; Central Transp., 29; Cincinnati 7.30s, 107; Pittsburg 7s, W. L., 106½; Pennsylvania State 5s, new loan, 107¾. The latest quotations are: City 6s, 104¼@105¼; do. free of tax, 110@110½; Pennsylvania State 6s, 2d series, 104@105; do. 3d series, 110@112; do. 5s, new loan, 107@107½; Philadelphia and Reading, 11½@12; do. Gen'l mort. 7s, coup., 92½@93; do. reg., 91½@92; do.

mort; 6s, 1880, 104@106; do. 7s, new conv., 45@50; do. 7s, 1893, 104@—; United New Jersey R. R. and Canal Co., 128½@129; Camden and Amboy mort, 6s, 1889, 107½@108½; Pennsylvania R. R., 29¼@29½; do. 1st mort., 106@—; do. gen'l mort. coupon, 107@108½; do. reg., 105@106; do. Consol. mort. 6s, reg., —@96; Little Schuylkill R. R., 36@—; Morris Canal, 47@55; do. pref., 119@121; Susq. Canal 6s, 80@40; Schuylkill Nav., 3@—; do. pref., 6¼@7¾; do. 6s, 1882, 52@53; do. 1872, 86@92; Elmira and Williamsport pref., 40@41; do. 7s, 101@104½; do. 5s, 63@65; Lehigh Coal and Navigation, 17¼@17½; do. 6s, 1884, 102@102½; do. R. R. loan, 98@100; do. Gold Loan, 86@88; North Pennsylvania, 39@40; do. 6s, 107@109; do. 7s, 107¼@109; do. Gen'l mort. 7s, reg., 107@—; Philadelphia and Erie, 7@8½; do. 6s, 101¼@102; do. 7s, 96¼@97; Minehill, 43¼@44¼; Catawissa 6@8½; do. pref., 30@35; do. new pref., 25@28; do. 7s, 1900, 102¼@103; Lehigh Valley, 28¾@29; do. 6s, new coupon, 106¼@107¼; do. reg., 106¼@108; do. 7s, reg., 108¾@109½; do. consol. mort., 88@90; Fifth and Sixth streets (horse), 65@68; Second and Third, 61½@—; Thirteenth and Fifteenth, 38@34; Spruce and Pine, 23¼@—; Green and Coates, 32@37; Chestnut and Walnut, 47½@48; Hestonville, 12¾@12½; Germantown, 41@50; Union, 65@—; Lombard and South, 10@16; Ridge Avenue 40@—; Seventeenth and Nineteenth, 36@—.

Baltimore.—Canton 6s, gold, 92; Baltimore City 6s, 1875, 108; do. 1886, new, 112½; do. 1890, 111½; do. 1900, new, 112½; do. 1902, new, 118; Norfolk Water 8s, 108½; Cincinnati 7.30s, Jan. and July, 107¼; do. May and Nov., 108; Virginia consols, 2d series, 44¾. The latest quotations are: Cincinnati and Baltimore, 7s, 97½@100; Wilmington and Weldon 7s, 102@—; Wilmington, Columbia and Augusta 7s, 30@33; Richmond and Danville 1st mort., 73@76; Pittsburg and Connellsville 7s, 1898, 104½@104¾; Baltimore and Ohio, 99¼@99½; do. 1st pref., —@102½; do. 2d pref., —@98; do. 6s, 1880, 105@106; do. 1885 106@108; Northern Central, 14@15; do. 6s, 1885, 102@—; do. 6s, 1900, 101½@103; do. 6s, 1900, gold, 97¼@98; Marietta and Cincinnati 1st mort. 7s, 1892, 108@104½; do. 2d mort. 7s, 55@62½; do. 3d mort. 8s, 30@50; Central Ohio, 24@25; do. pref. 30@—; do. 1st mort., 101¼@103; Western Maryland 1st mort. 6s, 1890, 100@102½; do. 1st mort. guar., 110@—; do. 2d mort. guar., 108@—; do. 3d mort. guar., 109@112; do. 2d mort. pref., 80@85; do. 2d mort. guar. by Washington Co., 104@107; Virginia and Tennessee 2d mort. 6s, 80@85; do. 3d mort. 8s, 80@81; Orange and Alexandria 1st mort. 6s, 80@90; do. 2d mort. 6s, 68@75; do. 3d mort. 8s, 40@64; do. 4th mort. 25@39½; Orange, Alex. and Manassas 7s, 75@75½; Baltimore 6s, 1875, 103 108½; do. 1884, 110@110; do. 1886, 112@—; do. 1886, new, 112½@—; do. 1890, 111¼@111½; do. 1900, 111½@—; do. 1900, new, 112½@113; do. 1902, 111¼@—; do. 1902, new, 113@—; do. 5s, 98@—; Maryland Defense 6s, 1883, 112@—; do. 6s, 1890, 108@—; do. 6s, exempt, 113@113½; do. 5s, 95@—; Virginia consol. 6s, 72¾@72¾; do. 2d series, 44¼@45; Virginia Consol. coupons, 82@82½; West Virginia def. certif., 4¾@5½; Baltimore City Passenger R. R., 34@35;

Baltimore and Catonsville R. R., 15@17; George's Creek Coal, —@120; Atlantic Coal, —@1.75; Canton Co., —@23; do. gold, 6s, —@93; Washington and Point Lookout 6s, guar. by B. and O. R. R. Co., —@95.

Boston.—Omaha and Southwestern R. R. 8s, 97¼; Cheshire R. R. pref., 32¾; do. 6s, 1880, 98; Boston and Maine 7s, 1894, 110¾; Little Rock and Fort Smith 7s, 1905, 40; Rutland R. R. 8s, 1902, 67¾; Jackson, Lansing and Saginaw 8s, 1885, 90; do. 8s, consol., 1892, 51¼; Boston and Lowell 7s, 1892, 106½; Portsmouth, Gt. Falls and Conway R. R., 3¼; Boston, Revere Beach and Lynn R. R., 71; Connecticut and Passumpsic Rivers R. R., 43½; Boston Land Co., 3½; Massachusetts 5s, 1891, 112; New Hampshire 6s, 1880, 104¼; Cook Co., Ills., 7s, 1892, 109½; Cincinnati 7s, 1890, 108¾; do. 7.30s, 1906, 102½; do. 6s, 1882, 100¼; Boston 5s, 111; do. 6s, 1880, 106¾; St. Louis City 6s, 104¼; Norwich 5s, 103; Worcester 6s, 1892, 110½; Cleveland 7s, 1894, 113½; Fall River 5s, 1883, 101; do. 1891, gold, 105¾; Duncan Silver Mining Co., 1¼; International, 30c.; Osceola, 20.

FISK & HATCH,

Bankers,

No. 5 NASSAU ST., NEW YORK.

U. S. GOVERNMENT BONDS bought and sold in amounts to suit investors; also, Gold, Silver and foreign coins; Deposits received in Currency or Gold, and interest allowed on Balances; Special attention paid to Investment Orders for Miscellaneous Stocks and Bonds.

Western Union Telegraph.

The report of the Western Union Telegraph Co., for the quarter ending June 30, 1877, is as follows:

The net profits for the current quarter, ending June 30th inst., based upon official returns for April, nearly complete returns for May, and estimating the business for June, will be about.....\$650,317 52
Add surplus April 1.....128,577 10
Total.....\$778,894 62

From which appropriating—

One quarter's interest on bonded debt.....\$113,000 00
One quarter's proportion of sinking fund.....20,000 00
Leaves a balance of.....\$645,894 62
A dividend of 1½ per cent on the capital stock outstanding requires.....507,213 00

Deducting which leaves a surplus of..\$138,681 62

In view of the preceding the committee recommend the adoption by the Board of the following:

Resolved, That a dividend of one and one-half per cent from the net earnings of the three months ending June 30 be and is hereby declared payable on the 14th day of July next, to stockholders of record at the close of business on the 20th day of June inst.

The gross earnings of the Chicago, Rock Island and Pacific Railroad Co. for the fiscal year ending March 31, 1877, were \$6,902,250, the operating expenses, including taxes, \$4,683,194, and the net earnings \$3,869,066; from which deduct interest on bonds, rent, dividends, etc., leaving a surplus of \$456,076.

Redemption of Five-twenty Bonds.

The Secretary of the Treasury on the 11th inst. issued the forty-ninth call for the redemption of five-twenty bonds of 1865—known as five-twenty bonds of the act of March 3, 1865, (consols of 1865.) The call is for \$15,000,000, of which \$10,000,000 are coupons and \$5,000,000 registered bonds. The principal and accrued interest will be paid at the Treasury of the United States in the city of Washington on and after the 11th of September, 1877, and interest will cease on that day. The bonds designated are as follows:

Coupon bonds—Dated July 1, 1865, namely: 50, No. 6,001 to No. 11,000, both inclusive; \$100, No. 8,001 to No. 18,000, both inclusive; \$500, No. 10,001, to No. 18,000 both inclusive; \$1,000, No. 22,001, to No. 41,000 both inclusive. Total coupon, \$10,000,000.

Registered bonds—Redeemable at the pleasure of the United States, after the 1st day of July, 1870, as follows: \$50, No. 1 to No. 500, both inclusive; \$100, No. 1,901 to No. 4,900, both inclusive; \$500, No. 1,901 to No. 4,850, both inclusive; \$1,000, No. 7,601 to No. 13,600, both inclusive; \$5,000, No. 2,601 to No. 4,850, both inclusive; \$10,000, No. 2,201 to No. 8,700, both inclusive. Total registered, \$5,000,000.

The amount outstanding included in the numbers above is \$15,000,000. All United States bonds forwarded for redemption should be addressed to the "Loan Division, Secretary's Office," and all registered bonds should be assigned to "The Secretary of the Treasury for redemption." Where parties desire checks in payment for registered bonds drawn to order of any one but the payee, they should assign them to the Secretary of the Treasury for redemption on account of the owner or owners.

The earnings of the Central Pacific Railroad Company for the month of May, 1877, were \$1,575,000, against \$1,757,414 in May, 1876, and \$1,798,468 in May, 1875. For the five months ending May 31, 1877, the earnings were \$6,309,000, against \$6,380,674 for the first five months in 1876, and \$6,171,813 for the first five months in 1875.

At the annual meeting of the stockholders of the Canada Southern Railway Co., held at St. Thomas on the 6th inst., the following directors were elected: W. H. Vanderbilt, W. K. Vanderbilt, E. D. Worcester, Augustus Schell, Samuel F. Barger, W. L. Scott, Sidney Dillon, E. A. Wickes, and Hon Adam Crooks. W. H. Vanderbilt was elected President.

The directors of the Nashua and Lowell Railroad Co., elected at the annual meeting of the stockholders held at Nashua, N. H., on the 30th ult., are: Daniel S. Richardson, President, Wm. W. Bailey, Frank A. McKear, Francis A. Brooks, Wm. A. Tower, J. G. Graves, J. W. White. Geo. A. Ramsdell was chosen Treasurer, and E. P. Emerson Clerk.

Ground was broken on the Waynesville, Port William and Jeffersonville Narrow Gauge railroad at Allentown, Ohio, on the 7th inst.

The Evansville, Owensboro' and Nashville Railroad was sold to the bondholders on the 5th inst. for \$60,000.

CITY PASSENGER RAILROAD SHARE AND BOND LISTS

HORSE PASSENGER RAILROAD SHARE LIST

Years ending	Length track equ. single	Horse and Dummies	Class	No.	COMPANIES	Cost of Road and Equipment	Share Capital	Indebtedness		Earnings		Dividends paid		Value of Shares		
								Bonded Debt	Floating Debt	Gross	Net	Per Share	Per Share	Par.	Market	
Sept. 30, '75	11.00	153	48	48	Albany N.Y.	221,500	200,000	79,900		131,000	35,717	100	100			
Sept. 30, '75	1.00				Albany at Freight (B'ton) Mass.	49,288	75,000			1,999	158	100	100			
Sept. 30, '75	26.00	491	98	98	Atlantic Avenue (B'lyn) N.Y.	1,261,912	850,200	490,000	20,107	378,017	128,809	100	100			
Dec. 31, '75	9.81	704	108	108	Baltimore City (Balt.) Md.	1,000,000	1,000,000			610,538	221,900	100	100			
Sept. 30, '75	22.00	396	43	43	Bleeker St. & F.F. (N.Y.C.) N.Y.	1,801,795	900,000	697,000	49,107	246,785	51,992	100	100			
Sept. 30, '75	5.82				Boston and Chelsea Mass.	110,000	110,000			8,800	7,099	100	100			
Sept. 30, '75	13.83				Broadway (Brooklyn) N.Y.	473,578	200,000	210,000	40,659	225,486	55,516	100	100			
Sept. 30, '75	16.26	1,300	147	147	B'way & 7th Av. (N.Y.C.) N.Y.	3,907,099	2,100,000	1,500,000	256,159	1,004,802	268,281	100	100			
Sept. 30, '75	8.25	9 D.	32	32	Brooklyn, Bath & Coney L.N.Y.	266,105	80,000			47,051	108	100	100			
Sept. 30, '75	89.06	1973	441	441	Brooklyn City N.Y.	2,460,056	2,000,000	300,000	70,000	1,469,316	321,341	13	10	10		
Sept. 30, '75	23.50	297	72	72	Brooklyn City & Newtown N.Y.	879,359	400,000	55,710	196,743	59,863		100	100			
Sept. 30, '75	19.83	231	61	61	Brooklyn Cross-Town N.Y.	719,856	396,400	300,000	2,338	178,983	37,948	100	100			
Sept. 30, '75	17.86	111	28	28	Brooklyn East Side N.Y.	414,235	28,000	285,000	140,835	62,332	9,991	100	100			
Sept. 30, '75	17.02	411	71	71	Brooklyn East Side (Brooklyn) N.Y.	648,928	100,000	563,289	114,457	211,606	38,422	100	100			
Sept. 30, '75	11.26	134	32	32	Bushwick (Brooklyn) N.Y.	499,904	309,000	200,000	1,580	176,149	107,374	100	100			
Sept. 30, '75	30.30				Cambridge (Boston) Mass.	824,300	824,300	150,000		77,187	77,187	100	100			
Sept. 30, '75	4.92	149	20	20	Central Cross-Town N.Y. City	847,000	600,000	240,000	20,519	74,979	Deficit	100	100			
Sept. 30, '75	24.06	1108	131	131	Con. P. & N.E.R. (N.Y.C.) N.Y.	2,076,700	1,676,700	1,200,000	10,759	772,315	193,266	100	100			
Sept. 30, '75	7.00	842	49	49	Christopher & Tenth St. N.Y.C.	768,500	650,000	68,500	1,507	93,112	6,017	100	100			
Oct. 31, '75	9.80	237	39	39	Citizens (Phila.) Pa.	232,467	192,750			359,714	106,982	20	50	20	130	
Sept. 30, '75	9.01	237	39	39	Citizens (Pittsburg) Pa.	179,870	184,000	50,000	7,905	207,918	41,817	20	50	20	46	
Sept. 30, '75	15.03	245	20	20	Coney Island & Brooklyn N.Y.	716,789	600,000	397,000	37,070	207,280	37,293	100	100			
Sept. 30, '75	11.26	876	131	131	Dry Dock, E.B. & B. (N.Y.C.) N.Y.	1,191,213	1,200,000	1,005,000		937,476	322,356	8	100	100		
Sept. 30, '75	10.81	1078	12	12	Eighth Avenue (N.Y. City) N.Y.	1,823,076	1,000,000	205,000	105,000	839,785	136,410	12	100	100		
Dec. 31, '75	7.09	92	17	17	Elizabeth and Newark N.J.	276,920	232,725			44,195	40,833	8,443	100	100		
Oct. 31, '75	6.07	83	20	20	Federal St. & Pl. Val. (Phg.) Pa.	156,719	100,000	75,000	10,000	72,901	8,339	25	25	25		
Sept. 30, '75	10.28	453	64	64	42d St. & G'd St. F.N.Y.C.) N.Y.	1,054,679	748,000	236,000	49,022	348,096	56,907	9	100	100		
Oct. 31, '75	22.86	602	71	71	Frankford & Southwark (Ph.) Pa.	837,902	600,000	211,500		492,716	98,104	10	50	50	65	
Oct. 31, '75	84.91	403	78	78	Germantown (Phila.) Pa.	772,305	538,814	106,500	21,600	471,319	105,017	7	50	50	40	
Sept. 30, '75	8.77	153	27	27	G'd St. & Newtown (Bk'n) N.Y.	321,840	170,000	90,000	6,100	95,236	24,405	100	100			
Sept. 30, '75	8.50	172	44	44	G'd St. Prop. Pk. & Flatbush N.Y.	246,593	200,000	102,427	77,578	2,700		100	100			
Oct. 31, '75	7.94	241	43	43	Green and Coates St. (Phila.) Pa.	262,912	150,000	100,000	6,500	211,719	61,322	27	50	15	57	
Sept. 30, '75	11.96	139	28	28	Harlem, Br. Mor. & F'dham N.Y.	287,502	299,100	146,000		27,966	5,364	100	100			
Sept. 30, '75	11.84	321	56	56	Hous. W. St. & Pavonia Fy. N.Y.	717,250	238,750	478,500		238,493	50,400	100	100			
Oct. 31, '75	17.22	471	78	78	Hest. Mant. & Fairm. N.Y.	402,727	300,000	125,000	21,737	359,918	93,105	16	50	25		
Sept. 30, '75	6.86	864	38	38	Highland (Boston) Mass.	450,083	220,000	120,000	128,222	227,438	41,250	8	100	100	100	
Sept. 30, '75	10.75	66	23	23	Jamaica, Woodh' & B'lyn N.Y.	100,000	100,000			22,019	594	100	100			
Oct. 31, '75	5.99	132	22	22	Lombard and South St. (Ph.) Pa.	179,807	125,000	62,561		109,882	21,309	12	25	12	10	
Sept. 30, '75	7.50	7	1	1	Long Island City Shore N.Y.	165,000	75,000	90,000		20,761	3,337	100	100			
Sept. 30, '75	5.09	50	12	12	Lowell Horse Mass.	100,569	93,100		7,762	33,927	4	100	100			
Sept. 30, '75	12.78	983	37	37	Lynn and Boston Mass.	291,296	290,000	50,000	51,017	166,496	15,587	100	100			
Sept. 30, '75	8.50				Malden and Melrose Mass.	60,246	165,500	18,000				100	100			
Sept. 30, '75	5.21	60	15	15	Merrimac Valley Mass.	79,770	50,000			33,422	2,615	100	100			
Sept. 30, '75	47.60	1817	285	285	Metropolitan (Boston) Mass.	2,703,761	1,500,000	743,442	326,245	1,236,707	219,958	7	100	100		
Sept. 30, '75	16.03	812	63	63	Middlesex (Boston) Mass.	733,080	600,000	376,000	153,158	249,821	54,506	6	100	100		
Sept. 30, '75	8.88	82	32	32	Naumkeag Mass.	207,197	150,000	35,900	1,900	32,090	2,792	100	100			
Sept. 30, '75	8.83	35	8	8	New Bedford & Fairhaven Mass.	81,066	60,000		30,190	23,275	2,457	100	100			
Sept. 30, '75	4.20	5 D.	12	12	New York Elevated N.Y.	1,677,522	793,300	771,000	108,322	93,657	de 477	100	100			
Sept. 30, '75	7.50	52	17	17	New Wausburg & Flatbush N.Y.	328,568	800,000			65,356	3,197	100	100			
Sept. 30, '75	6.10	200	20	20	Ninth Avenue (N.Y. City) N.Y.	999,422	799,200	207,000	20,643	106,330	18,432	100	100			
Sept. 30, '75	11.16	124	28	28	North 2d St. & Middle V. N.Y.	242,310	142,100	125,000	2,348	148,361	69,979	100	100			
Dec. 31, '75	13.09	241	47	47	Orange and Newark N.J.	1,041,157	290,000	700,000	156,420	222,901	81,077	100	100			
Sept. 30, '75	14.40	160	42	42	Park Avenue (Brooklyn) N.Y.	412,095	200,000	800,000	56,000	123,715	31,978	100	100			
Oct. 31, '75	9.83	57	13	13	People's (Scranton) Pa.	162,719	150,000		15,000	42,108	13,108	8	100			
Oct. 31, '75	6.09	31	14	14	People's (Pottsville) Pa.	152,114	100,000	35,000	8,107	23,591	1,006	50	50	20		
Oct. 31, '75	12.79	641	119	119	Philadelphia City (C. & W.) Pa.	793,912	600,000	200,000	69,108	562,307	123,409	20	50	25	47	
Oct. 31, '75	6.22	15	15	15	Philadelphia and Darby Pa.	326,859	200,000	100,000		24,900	8	20	20	20		
Oct. 31, '75	18.17	181	27	27	Philadelphia & Gray's Ferry Pa.	311,718	300,000	6,000	32,700	131,718	41,718	10	50	30	23	
Oct. 31, '75	6.75	137	40	40	Pbg. Allegheny & Manchester Pa.	392,718	300,000	100,000		171,319	45,310	8	50	50		
Oct. 31, '75	6.00	121	20	20	Pittsburg & Birmingham Pa.	196,322	150,000	50,000		81,310	13,108	50	50	50		
Oct. 31, '75	10.00	132	39	39	Pbg. Oakland & E. Liberty Pa.	191,927	150,000	45,000	37,400	59,172		100	100			
Dec. 31, '75	7.13	71	18	18	Portland Me.	175,000	157,600		1,000	49,853	4,791	100	100			
Sept. 30, '75	5.00	40	13	13	Poughkeepsie City N.Y.	131,702	76,705	27,000	38,905	23,548	2,643	100	100			
Sept. 30, '75	16.75	212	44	44	Prospect Park & Coney I. N.Y.	1,011,126	600,000	500,000	8,224	151,178	43,339	10	50	39	42	
Dec. 31, '75	14.12	280	44	44	Ridge Avenue (Ph.) Pa.	423,951	450,000	58,430		249,316	51,102	10	50	39		
Sept. 30, '75	17.00	188	47	47	Rochester and Brighton N.Y.	263,509	105,000	138,000	32,450	122,807	45,789	100	100			
Sept. 30, '75	22.00	1109	160	160	Second Avenue (N.Y. City) N.Y.	2,547,402	1,919,500	1,817,000	45,000	780,147	135,657	8	100	100		
Oct. 31, '75	41.66	636	115	115	2d and 3d street (Phila.) Pa.	822,901	671,576	109,300		571,222	192,613	174	60	31	62	
Oct. 31, '75	7.50	301	37	37	17th and 19th street (Phila.) Pa.	209,437	160,000	50,000	10,000	249,668	79,314	124	50	16	34	
Sept. 30, '75	8.37	1075	112	112	Sixth Avenue (N.Y. City) N.Y.	2,367,988	750,000	415,000	830,000	836,970	162,869	10	100	100		
Sept. 30, '75	10.35	350	62	62	South Boston Mass.	546,268	450,000		26,268	306,565	35,976	71	100			
Sept. 30, '75	6.50	106	26	26	South Brooklyn & Park N.Y.	114,774	150,000	100,000	26,842	47,241	6,210	100	100			
Sept. 30, '75	1.75				South Ferry N.Y.	280,111	150,000	137,000	22,500	31,791	6,496	100	100			
Sept. 30, '75	6.09	38	9	9	Springfield Mass.	90,912	50,000		26,853	26,922	792	100	100			
Sept. 30, '75	8.00	40	13	13	Staten Island N.Y.	31,600	31,000			18,288	Deficit	100	100			
Sept. 30, '75	2.53	34	8	8	Stoneham street (Boston) Mass.	42,999	33,000			2,144	1,729	6	100			
Sept. 30, '75	2.32	32	1													

RAILROAD AND CANAL DIVIDEND STATEMENT.

Showing the amount of Stock Outstanding, the Dividend Periods and the date of last Dividend.

Marked thus (*) are leased roads.	Stock out-standing.	Dividend Periods.	Last Dividend Payable.	Marked thus (*) are leased roads.	Stock out-standing.	Dividend Periods.	Last Dividend Payable.	Marked thus (*) are leased roads.	Stock out-standing.	Dividend Periods.	Last Dividend Payable.
Albany and Susq.	13,500,000	J. & J.	Jan. '77 34	Little Miami*	5,871,450	quarterly	June '77 2	Vermont and Mass.	100	A. & O.	Apr. '77 24
Atlanta and West Point. 100	1,282,200	J. & J.	July '76 3	Little Schuylkill*	2,444,100	J. & J.	Jan. '77 24	Ware River*	100	A. & J.	Jan. '77 3
Atlantic and Gulf	3,083,200	—	—	Long Island	3,000,000	M. & S.	May '78 10a	Warren (N. J.)	100	A. & O.	Apr. '77 24
Atlantic and St. Jav.	788,478	M. & N.	Nov. '73 34	Louisv. Cin. and Lex.	1,823,488	J. & J.	July '69 3	Warwick Valley	100	A. & O.	Apr. '77 24
Avon, Genesee & Mt. M.* 100	225,000	A. & O.	Mar. '77 3	Louisville & Nashville. 100	8,980,000	F. & A.	Feb. '74 4	Westchester & Phil. pref. 100	100	J. & J.	Feb. '77 3
Baltimore and Ohio.	13,151,982	M. & N.	May '77 5	Louisv. N. Alb. & Oh.	3,000,000	J. & D.	Dec. '70 8	West Jersey.	100	F. & A.	Feb. '77 3
Washington Br.	1,650,000	A. & O.	Apr. '75 8	Lowell and Andover.	500,000	J. & J.	Jan. '77 24	Winchester & Potomac* 100	100	J. & J.	Jan. '77 24
Perkshire*	320,500	quarterly	Apr. '77 11	Lowell and Lawrence.	200,000	A. & O.	Apr. '77 3	Winchester & Strasburg* 100	100	J. & J.	Jan. '77 24
Blossburg & Corning.	225,000	J. & D.	Dec. '72 24	Lykens Valley	600,000	F. M. & N.	Aug. '75 24	Worcester and Nashua. 1A	1,750,800	J. & J.	July '76 24
Boston and Albany	20,000,000	M. & N.	May '77 4	Macon and Western.	2,500,000	J. & J.	July '73 5				
Bos., Cin. & Fitchburg. pref. 100	1,172,600	—	—	Manchester and Law.	1,000,000	M. & N.	May '77 5				
Agricultural Br. guar.	80,000	J. & D.	June '76 3	Marionetta & Cincinnati. 50	1,405,912	—	—				
Bost. Conc. & Mont.	800,000	M. & N.	May '77 4	Massachusetts*	1,130,719	M. & S.	Sep. '66 3a	Albany City.	100	—	—
Boston and Lowell.	3,200,000	J. & J.	Jan. '75 3	Michigan Central* 25	4,460,388	M. & S.	Sep. '66 3a	Baltimore City.	25	J. A. J. O.	Apr. '77 24
Boston and Maine.	6,921,274	M. & N.	May '77 2	Memphis & Charleston* 25	400,000	F. & A.	Feb. '75 3	Balt., Ost. & El. City.	100	A. & J.	Jan. '77 3
Boston and Providence. 100	4,000,000	M. & N.	May '77 3	Mill Creek & Minehill* 50	5,312,725	J. & D.	Jan. '69 3	Boston and Chelsea.	100	A. & O.	Apr. '77 24
Attleborough Branch. 100	131,700	J. & J.	Jan. '77 34	Mill Creek & Minehill* 50	323,375	J. & J.	July '77 5	Broadway (Brooklyn).	100	J. & J.	Jan. '76 3
Bost. Revere B. & Lynn.	300,000	quarterly	Dec. '76 1	M. Hill & Schuyl. Hav.	2,856,450	J. & J.	July '77 24	Broadway & 7th Av. (N.Y.) 100	1,000,000	F. M. & N.	Jan. '76 3
Buffalo, N. Y. & Erie* 100	960,000	F. & A.	Dec. '76 1	Morris and Essex*	15,000,000	J. & J.	July '77 24	Brooklyn City & Newt.	600,000	J. & J.	July '70
Camden and Amboy*	5,847,800	quarterly	Apr. '77 24	Mt. Carbon & Pt. Carbon. 50	1,282,380	J. & J.	Jan. '77 24	Brooklyn and Jamaica.	100	—	—
Camden and Atlantic.	377,400	quarterly	Jan. '77 2	Nashua and Lowell.	1,890,000	M. & N.	May '72 2	Bushwick (Brooklyn).	100	J. & J.	July '71 24
Cape Cod.	1,020,330	J. & J.	Jan. '77 24	Nashville and Decatur.	1,529,000	J. & D.	Dec. '76 3	Cambridge.	100	A. & O.	Apr. '77 4
Cape May and Millville.	447,000	J. & D.	Dec. '76 3	Nash, Chat. & St. Louis.	6,675,256	A. & O.	Jan. '77 11	Can. Park N. & E. Riv.	1,068,400	A. & O.	Oct. '67 24
Catawba & Foggals.	428,900	Nov. '76	Nov. '76 5	Naugatuck.	1,418,800	J. & J.	Jan. '77 6	Citizens' (Ph.).	50	J. & J.	Oct. '77 10
Catawba.	1,159,500	—	—	Nesquehoning Valley*	1,000,000	M. & S.	Mar. '77 3	Citizens' (Ph.).	50	M. & N.	Nov. '71 3
Cayuga and Susq.	589,110	M. & N.	May '77 3	Newark and N. York*	977,400	J. & J.	Jan. '75 34	Coney Island & Brookl. Y.	1,200,000	F. M. & N.	Aug. '76 24
Cedar Rapids & Mo. R.	6,850,400	F. M. & N.	Feb. '77 1	N. Castle & Beaver Val.* 50	1,800,000	quarterly	Oct. '74 3	Eight Avenue (N.Y.).	1,000,000	J. & J.	Jan. '76 3
Central of Georgia.	7,000,000	J. & D.	June '74 4	N. Haven & Northamp.	608,000	quarterly	Oct. '74 3	Elizabeth and Newark.	100	M. & N.	May '76 3
Central of New Jersey.	29,600,000	quarterly	Apr. '76 24	New Jersey*	7,295,200	quarterly	Apr. '77 24	42nd St. & G. St. Ferry.	100	J. & J.	Jan. '76 3
Central Ohio*	2,425,000	J. & J.	Jan. '77 3	New London Northern* 100	1,418,800	quarterly	Apr. '77 2	Frankf. & Southw. (Ph.) 50	491,750	J. & J.	Jan. '77 3
Central Pacific.	54,275,500	A. & O.	Apr. '77 4	N. Y. Cen. & Hudson R. 100	8,428,380	quarterly	July '77 24	Germantown (Ph.).	50	J. & J.	Jan. '77 3
Chemung*	380,000	quarterly	Jan. '77 11	New York and Harlem.	5,500,000	J. & J.	July '77 4	Girard College (Ph.).	50	J. & J.	July '71 24
Cheshire, preferred.	1,155,300	M. & S.	Mar. '77 4	N. Y. N. H. & Hartf.	15,500,000	J. & J.	July '77 5	Grand St. and Newton.	100	J. & J.	July '71 24
Chicago and Alton.	10,065,400	M. & S.	Mar. '77 4	N. Y. Provid. & Boston.	2,500,000	quarterly	May '77 24	Green & Cones St. (Ph.) 50	500,000	J. & J.	Jan. '77 3
Chicago, Burl. & Quincy.	27,598,342	M. & S.	Mar. '77 3	Niag. Bridge & Canaan.	1,000,000	J. & J.	July '77 5	Heston, Mantau & Fairm.	2,050,000	J. & J.	Jan. '76 3
Chicago, Iowa & Nebraska.	9,916,200	J. & J.	Jan. '77 5	North Carolina*	9,000,000	irregular	Jan. '73 5	Highland.	200,000	M. & N.	May '76 3
Chi. Mil. and St. Paul.	15,399,261	A. & O.	Oct. '76 34	N. Eastern (S. C.) pref. 100	96,000	M. & N.	May '67 4	Lomb. & South Sta. (Ph.) 25	108,000	A. & O.	Oct. '71 3
Chicago & N. Western.	14,994,400	J. & D.	Dec. '76 34	North Pennsylvania.	3,978,180	F. & A.	Feb. '73 3	Lynn and Boston.	200,000	—	—
Chicago, R. I. & Pacific.	21,486,658	J. & J.	Jan. '77 24	Northern Central.	5,842,000	—	—	Malden and Melrose.	300,000	—	—
Cin. Ham. & Dayton.	3,500,000	A. & O.	Apr. '73 4	Northern N. Hampsh.	3,085,400	J. & D.	June '77 24	Metropolitan (Boston).	1,500,000	J. & J.	Jan. '77 4
Cin. Sand. and Clev.	2,980,550	—	—	Northern New Jersey.	1,000,000	J. & J.	July '74 4	Middlesex (Boston).	400,000	M. & N.	May '77 3
Clev. Col. Cin. & Ind.	14,991,275	F. & A.	Feb. '76 3	Norwich & Worcester.	2,804,400	J. & J.	July '77 5	Ninth Avenue (N. Y.).	1,000,000	—	—
Cleveland & Mahoning* 50	2,057,589	M. & N.	May '77 3	Ogdensb. & L. Champl.	3,077,000	J. & J.	July '76 2	Orange and Newark.	100	—	—
Cleveland & Pittsburgh.	11,236,150	quarterly	June '77 11	Ohio and Mississippi.	2,000,000	A. & O.	July '77 4	Philadelphia City.	50	J. & J.	Jan. '77 3
Columbus and Xenia*	1,786,800	M. & S.	Feb. '77 2	Old Colony.	4,030,000	J. & D.	Mar. '76 34	Philadelphia and Darby.	200,000	J. & J.	Jan. '77 3
Colum. & Hocking Val.	2,000,000	F. & A.	Feb. '77 4	Oswego and Syracuse.	6,738,800	J. & J.	Jan. '77 4	Phila. and Grey's Ferry.	284,775	J. & J.	Jan. '77 3
Concord.	1,500,000	M. & N.	May '77 5	Pacific of Missouri.	3,635,750	quarterly	May '77 3	Pg. Alleg. & Manchester.	50	M. & N.	Nov. '69 6
Concord and Port.	800,000	J. & J.	Jan. '77 24	Panama.	7,000,000	quarterly	May '77 3	Second Avenue (N.Y.).	888,100	J. A. J. O.	Jan. '77 24
Conn. & Passump. Riv.	2,100,000	F. & A.	Feb. '75 3	Paterson and Hudson.	632,000	J. & J.	Jan. '77 4	Second & Third St. (Ph.) 50	902,100	J. & J.	Oct. '76 3
Connecticut River.	2,100,000	J. & J.	July '77 4	Paterson and Newark.	250,000	J. & J.	Jan. '77 4	17th & 19th streets (Ph.) 50	500,000	J. & J.	July '74 3
Cumberland Valley.	1,292,950	J. A. J. O.	Apr. '77 24	Paterson and Ramapo.	248,000	J. & J.	Jan. '77 4	Sixth Avenue (N. Y.).	1,170,000	F. M. & N.	Feb. '76 24
Danbury and Newfalls.	241,900	A. & O.	Apr. '77 4	Pemb. & Hightstown.	342,150	J. & J.	Jan. '77 4	13th & 15th street (Ph.) 50	1,000,000	J. & J.	Jan. '77 4
Danbury and Newfalls.	241,900	A. & O.	Apr. '77 4	Pennsylvania.	68,870,300	quarterly	May '77 11	23d street (N. Y.).	600,000	J. & J.	Jan. '77 4
Delaware.	1,230,950	J. & J.	Jan. '77 3	Poeria & Bureau Val.	1,200,000	F. & A.	Feb. '77 4	Somerville (Boston).	95,000	M. & N.	May '77 3
Del. Lackaw. & Westn.	23,500,000	quarterly	July '76 24	Philadelphia and Erie*	6,004,300	J. & J.	Feb. '77 4	South Boston.	450,000	quarterly	Jan. '77 24
Detroit & Milwaukee*	822,140	—	—	Phil. Ger. & Norristown. 50	2,400,000	M. J. S. D.	June '77 3	Union (Boston).	374,800	J. & J.	Jan. '77 3
Dubuque & Sioux City* 100	5,000,000	J. & D.	Dec. '69 7	Philadelphia & Reading.	32,725,778	quarterly	Jan. '76 24	Union (Phila.).	400,000	J. & J.	Jan. '77 3
East Pennsylvania*	1,209,290	J. & J.	Jan. '77 24	Phila. and Trenton.	1,289,100	quarterly	July '76 24	West Philadelphia.	400,000	J. & J.	July '77 20
East Tenn. Va. & Ga.	1,083,274	A. & O.	Apr. '76 3	Phila. Wil. & Balt.	11,561,250	J. & J.	Jan. '77 4				
Eastern (Mass.).	4,997,600	J. & J.	July '78 3	Pittsb. Ft. W. & Chi.* 100	18,714,288	quarterly	Apr. '77 11				
Eastern (N. H.).	492,500	J. & J.	July '78 3	Special Imp.	5,504,288	quarterly	Jan. '77 11				
Elmira, Jef. & Canand* 50	500,000	F. & A.	Aug. '74 24	Pittsfield & N. Adams.	460,000	J. & J.	Jan. '77 3				
Elmira & Williamsport* 50	500,000	M. & N.	May '77 24	Portland and Kennebec.	616,700	J. & J.	Jan. '77 3				
Erie Railway.	78,000,000	J. & J.	Oct. '73 1	Yarmouth certificates.	202,400	A. & O.	Apr. '75 3				
Erie and Pittsburgh*	8,538,910	quarterly	May '77 11	Providence & Worcester.	2,000,000	J. & J.	Jan. '77 4				
Fitchburg.	4,000,000	J. and J.	July '77 3	Raleigh and Gaston.	1,500,000	J. & J.	Jan. '77 6				
Georgia.	4,200,000	J. and J.	Jan. '77 3	Rensselaer & Saratoga* 100	6,000,000	J. & J.	Jan. '77 4				
Granite Railway.	250,000	J. and J.	July '76 4	Robt. & Genesee Val.* 110	555,200	—	—				
Great Western, (Ca.).	19,237,404	A. and O.	Apr. '74 11	Rome, Watert. and Ogd.	2,998,900	J. & J.	July '76 3				
Hannibal & St. Joseph.	4,151,700	F. and A.	Aug. '70 3	Rutland.	2,480,600	J. & J.	July '76 3				
Hanover Branch, (Pa.). 50	116,850	M. & N.	May '76 5	St. Croix and Penobscot.	1,000,000	F. & A.	Feb. '76 34				
Harrisburg Extension.	4,000,000	—	—	St. L., Alb. & T. route.	2,200,000	—	—				
Harrisburg & Lancaster* 50	1,182,500	J. & J.	Jan. '77 34	St. L., Kan. C. & North.	12,000,000	F. & A.	Feb. '74 3				
Housatonic, pref.	1,180,000	quarterly	Apr. '77 2	Schuylkill Valley*	576,050	J. & J.	Nov. '72 24				
Huntingdon & B'd Top.	880,000	—	—	Seaboard and Roanoke.	1,151,400	M. & N.	May '77 3				
Illinois Central.	29,000,000	F. & A.	Feb. '77 2	Shamokin V. & Pottav.* 50	809,450	F. & A.	Feb. '77 3				
Indianapolis, Cin. & Laf. 50	7,885,497	M. & S.	Sep. '67 4	Shore Line*	995,800	J. & J.	Jan. '77 4				
Iowa Falls & Sioux City* 100	4,625,000	quarterly	Dec. '76 1	Sioux C. & Pacific pref. 100	109,000	A. & O.	Apr. '77 24				
Iowa Railroad Land Co.	7,620,000	quarterly	May '77 1	South Branch (N. J.)*	438,800	F. & A.	Jan. '77 2				
Jacksonville, Mad. & Ind.	2,000,000	quarterly	May '77 11	South Carolina.	5,819,275	F. & A.	June '77 24				
Joliet and Chicago*	1,500,000	quarterly	Apr. '77 11	South Western, (Ga.)* 100	3,892,200	J. & D.	June '76 3				
Joliet & North Indiana.	300,000	J. & J.	July '75 4	Staten Island.	600,000	J. & J.	July '67 3				
Lake Shore & Mich. So.	49,466,500	F. & A.	Feb. '77 5	Stockbridge and Pitta* 100	448,700	M. & N.	Nov. '75 3				
Lawrence.	533,500	F. & A.	Feb. '77 5	Stony Brook*	207,800	M. & N.	Nov. '75 3				
Leeds and Farmington* 100	600,000	J. & J.	Jan. '72 3	Summit Branch*	412,000	—	—				
Lehigh & Susquehanna.	6,789,800	M. & N.	May '67 5	Sussex (N. J.)	31,850	J. & J.	Jan. '72 24				
Lehigh Valley.	21,916,850	quarterly	July '77 1	Syr. Bingham & N. Y.* 100	2,004,000	J. & D.	Dec. '76 4				
				Taunton Branch.	200,000	J. & J.	Jan. '76 5				
				Terre Haute & Indiana.	1,938,150	J. & J.	Jan. '77 4				
				Troy and Greenbush.	274,400	J. & D.	Dec. '74 3				
				Union Pacific.	36,745,000	quarterly	July '77 2				
				Union and Black River.	1,606,000	J. & J.	Jan. '77 3				
				Vermont and Canada*	2,500,000	J. & D.	June '72 4				

Railways of Canada.

A statement, prepared by Mr. C. J. Brydges, General Superintendent Government Railways, has recently been issued, entitled "Railway Statistics of Canada, and capital, traffic and working expenditures of the Railways of the Dominion," for the fiscal year ending June 30, 1876. From this we learn that the mileage of new railways opened during the year was as follows:

	Miles.
Brantford, Norfolk and Port Burwell.....	33
Brockville and Ottawa Extension.....	29
Chatham Branch.....	9
Great Western.....	69
Intercolonial.....	185
Kingston and Pembroke.....	47½
Montreal and Vermont Junction.....	23
New Brunswick.....	33
Port Dover and Lake Huron.....	63
South Eastern.....	21
Whitby and Port Perry.....	11½
	524

From the total mileage (5,157½) has to be deducted the mileage of railways in the United States owned by Canadian companies. This makes the total mileage in Canada 4,929½ miles, all single track, excepting 79 miles of double track on the Great Western Railway. The gauge of the total mileage is divided as follows:

5 feet 6 inches.....	618¼ miles
4 feet 8½ inches.....	3,938½ miles
3 feet 6 inches.....	600½ miles

Total, as above.....5,157½ miles

The returns show that the total capital raised to 30th June, 1876, for the railways in operation, was as follows:

Ordinary share capital paid up.....	\$111,208,479
Preference share capital paid up.....	69,747,178
Bonded debt paid up.....	76,079,681

Amounts paid and loaned by—

Dominion Government.....	\$51,948,529
Ontario Government.....	1,884,719
Quebec Government.....	228,522
New Brunswick Government.....	2,090,000
Nova Scotia Government.....	
Municipalities Gov.....	5,426,505

Total.....	\$61,678,275
Less included in paid up securities as above.....	817,965
	60,760,280

Total.....\$817,795,468

The increase in the different items for the year are as follows:

Ordinary share capital.....	\$2,155,560
Preference share capital.....	1,305,000
Bonded debt.....	4,004,139
Government and municipal loans and bonuses.....	11,828,914

Total.....\$19,293,613

The paid up capital of the railways under construction was as follows:

Ordinary share capital.....	\$3,023,188
Bonded debt.....	827,323
Government loans or bonuses.....	11,258,294
Municipal loans or bonuses.....	\$1,043,764
Less included in paid up securities.....	62,000
	981,764

Total.....\$16,090,579

—against \$20,095,386 in the previous year. This decrease arises from some of the railways which were under construction during the year ended 30th June, 1875, having been opened for traffic and included in the statement of railways in operation. The total capital paid up to 30th June,

1876, on railways in operation and actually under construction amounted to \$333,886,047.

Of the mileage of railways open, 2,373¼ miles are laid with steel rails, 2,758 miles with iron rails, and 25¼ miles with wooden rails. This, as compared with 1875, shows an increase of 319 miles steel rails, and 11¼ miles of iron rails. The number of miles of sidings is given at 637, against 655½ for the previous year. There was an increase during the year of 20 engines, 37 passenger and baggage cars, and 488 box, cattle and platform cars. The number of level road crossings not guarded by watchmen has increased from 4,665 to 5,041. The number of points where railways cross each other on the level has increased from 58 to 81; the number of junctions between railways, from 95 to 113, and the junctions with branch lines, from 52 to 60.

The total train mileage of the year is given at 18,103,628, an increase of 423,150, as compared with the previous year. The number of passengers carried was 5,544,814, an increase of 354,398. The number of tons of freight carried was 6,331,767, an increase of 660,920. The railways which carried the largest number of passengers and tons of freight were as follows:

	Number of Passengers.	Tons of Freight.
Grand Trunk.....	1,972,535	2,113,852
Great Western.....	1,133,667	1,579,090
Intercolonial.....	574,930	342,196
Canada Southern.....	144,938	544,959
Northern.....	252,700	246,443
Midland.....	108,827	131,574
Toronto, Grey & Bruce.....	127,815	142,801
Toronto and Nipissing.....	95,980	95,670

The total earnings of the railway were as follows:

Passenger traffic.....	\$6,254,866
Freight traffic.....	12,211,159
Mails and express freight.....	703,994
Other sources.....	188,065

Total.....\$19,358,084

This is a total decrease, as compared with the previous year, of \$122,455.

The cost of operating all the railways amounted to \$15,802,722, divided as follows:

Maintenance.....	\$3,813,668
Working and repairs of engines.....	4,825,675
Working and repairs of cars.....	1,588,299
General operating charges.....	5,575,080

Total.....\$15,802,722

The above figures show an increase of \$27,188 as compared with the previous year.

The gross receipts on the railways were.....\$19,358,084
And the gross expenses.....15,802,722

Leaving a net profit of.....\$3,555,362

The expenses averaged 81.63 per cent of the receipts. For the previous year the percentage was 81 per cent.

The total bonded debt of the different companies is stated at \$76,079,530, so that the profit of \$3,555,362 is about sufficient to pay 4.67 per cent upon the bonded debt. The gross earnings of the mileage opened have averaged \$3,753 per mile, as against \$4,000 the previous year. The operating expenses have averaged \$3,064 against \$3,270 for the previous year.

The total amount expended to the 30th of June, 1876, by the Dominion Government, including the Intercolonial, Prince Edward Island and Pacific railways, and expended or become liable for by the local governments of the different Provinces, is as follows:

Dominion Government.....	\$60,283,026
Ontario Government.....	2,731,184
Quebec Government.....	6,944,600
New Brunswick Government.....	2,328,000
Nova Scotia Government.....	871,000

\$78,157,810

And by the municipalities as follows:

In Ontario.....	\$6,702,853
Quebec.....	3,521,000
New Brunswick.....	251,500
Nova Scotia.....	220,200

\$10,695,553

The total, therefore, which the Dominion and local governments and municipalities have actually expended and become liable for on opened lines, and those now actually under construction, amounted, on 30th June, 1876, to a gross sum of \$83,853,364, being an increase in the year of the sum of \$5,734,035.

The Coal Trade.

The total tonnage for the week ending on the 2d instant, as reported by the several carrying companies, amounted to 471,668 tons, against 406,969 tons in corresponding week last year, an increase of 64,699 tons. The total amount of anthracite mined for the coal year is 7,890,176 tons, against 6,461,064 for same period last year, an increase of 1,429,112 tons. The quantity of bituminous coal sent to market for the week was 94,564 tons, against 79,408 tons for corresponding week last year, an increase of 15,156 tons. The whole bituminous tonnage from the beginning of the coal year is 1,277,536 tons, against 1,408,251 tons in corresponding time last year, a decrease of 130,715 tons. The total tonnage of all kinds of coal for the week is 566,232 tons, against 486,877 for corresponding date last year, an increase of 79,355 tons, and the total tonnage for the coal year is 9,157,712 tons, against 7,869,315 tons, to same date last year, an increase of 1,298,397 tons. The receipts of coal at Port Richmond for the week ending on Saturday, the 9d instant, were 70,000 tons, and the shipments for the same time 52,500 tons. The receipts at Perth Amboy for the week ending on the 2d instant were 22,086 tons, the shipments 26,240 tons, leaving a stock on hand of 133,315 tons. The quantity of coal and coke carried over the Pennsylvania Railroad for the fourth week in May was 90,447 tons, of which 72,621 tons were coal, and 17,826 tons coke. The total carried for the year is 2,928,302 tons, of which 1,562,474 tons were coal and 375,146 tons coke. These figures embrace all the coal carried over the road, east and west.—*Phila. Ledger, June 11.*

Judge Miller, of the United States Supreme Court, in the suit at St. Louis of the Union Trust Company of New York and Baring Bros. & Co., of London, for the appointment of a receiver for the St. Louis, Iron Mountain and Southern Railroad, denies the application, the evidence not being sufficient in the judgment of the court to justify such appointment, or any interference with the present management of the road.

H. J. Jewett, Receiver of the Erie Railway, announces that he has signed the agreement of the trunk lines to "pool" the westward-bound traffic, to go into effect on July 1. He states that the following is the scale of division of the earnings on such freight: New York Central, 33 per cent; Erie, 33 per cent; Pennsylvania, 25 per cent; Baltimore and Ohio, 9 per cent.

At Columbus, Ohio, on the 12th inst., the Supreme Court granted leave to file a petition in error to reverse the order and judgment of the Court of Common Pleas of Sandusky County, in the case of the Cincinnati, Sandusky and Cleveland Railroad Company against Rush R. Sloan. This decision, it is said, effectually removes the road from the control of the Sloan party.

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At the annual meeting of the stockholders of the Boston and New York Air Line Railroad Co., held in Middletown, Conn., on the 5th inst., the following gentlemen were elected directors: Samuel S. Sands, D. B. Hatch, H. B. Hammond, Ripley Ropes, E. E. Anderson, T. L. Watson, A. G. Lewis, Isaac Anderson, J. N. Camp, G. S. Moulton, and W. H. Hayward. E. E. Anderson was chosen President, T. L. Watson, Secretary, D. B. Hatch, Treasurer, and H. B. Hammond, General Manager. The net profits of the year, after deducting the interest on the bonds and floating debt and the discount on the bonds, was reported at \$14,259 83. The number of passengers carried was 14,175, and of tons of through freight 17,286.

At the annual meeting of the stockholders of the Chicago, Milwaukee and St. Paul Railway Co., held in Milwaukee on the 8th inst., the following gentlemen were elected directors for the ensuing year: Alexander Mitchell, Julius Wadsworth, Selah Chamberlain, John M. Burke, Walter S. Gurnee, Peter Geddis, David Dows, Jeremiah Milbank, George W. Weld, Abraham R. Van Nest, John Plankinton, S. S. Merrill, Jonathan Bowman. The Directors immediately re-elected the old officers, as follows: President, Alexander Mitchell; Vice President, Julius Wadsworth; General Manager, S. S. Merrill; Assistant General Manager, John C. Gault; Secretary and Treasurer, R. D. Jennings.

The following gentleman were elected directors of the Nashua and Rochester Railroad Co., at the annual meeting of the stockholders held at Nashua, N. H., on the 31st ult.: Francis H. Kennebec, Charles H. Waters, N. V. Whitehouse, J. C. Eastman, Francis H. Dewey, Charles E. Whittin, E. B. Stoddard, Chas. W. Smith, Chas. S. Turner, A. W. Sawyer, A. H. Dunlap, Chas. Williams, Geo. P. Wescott, J. C. Burley, Edwin Wallace.

The directors of the Chicago, Rock Island and Pacific Railroad Company, elected on the 6th inst., are: W. L. Scott, J. Gould, Sidney Dillon, R. R. Cable, H. H. Porter, Charles K. Marvin, A. G. Dulman, F. H. Tows, David Dows, Hugh Riddle, R. P. Fowler, F. L. Ames and Benjamin Brewster. President, Hugh Riddle; Vice President, David Dows; Secretary and Treasurer, F. H. Tows.

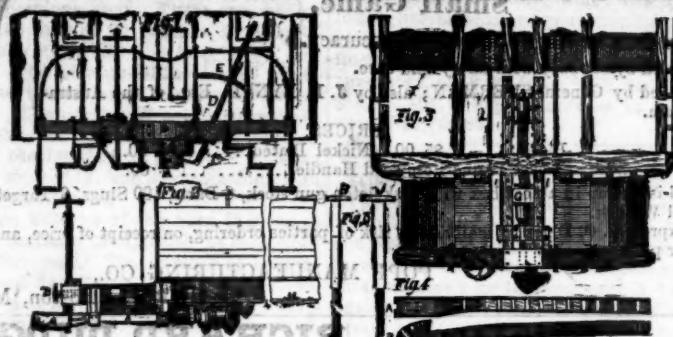
The directors of the Troy and Greenfield Railroad Co., elected on the 30th ult., are: Otis Clapp, Edward Appleton, D. W. Gooch, Henry B. Rice, R. H. Forbes of Boston; A. P. Morse, F. L. Chapman of Cambridge; Herman Haupt of Philadelphia; Henry L. Sabine of Williamstown. At a subsequent meeting Edward Appleton was chosen President and Frederick L. Chapman Secretary and Treasurer.

The American Mining Exchange have chosen the following officers for the ensuing year: President, Thomas K. Egbert, Vice Presidents—First, N. B. French; Second, N. D. Hare; Third, Lloyd I. Seamen; Fourth, H. McBride. Treasurer, John A. Willett.

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